Fit "TripleX"- and be safe
Regd

THE SPHERE, MAY 19, 1945
With which is incorporated "BLACK & WHITE" 1/6

THE SPHERE

Vol. CLXXXI No. 2365 WITH WHICH IS INCORPORATED THE GRAPHIC MAY 19 1945

Bulmer's

BY APPOINTMENT TO H.M. KING GEORGE VI
H. P. Bulmer & Co Ltd., Hereford

CHAMPAGNE CIDER

MADE BY THE AUTHENTIC CHAMPAGNE PROCESS

Obtainable at all the best Hotels and Restaurants

GREYS CIGARETTES

Just honest-to-goodness tobacco

DEAF—You'll HEAR BETTER With

ArdenTE

THE WORLD'S GREATEST HEARING SERVICE

CALL OR WRITE FOR FREE TEST

Mr. R. H. DENT, M.Inst. P.I.
309, OXFORD STREET, LONDON, W.1.
ARDENTE LTD.

TELEPHONE MAYFAIR 1380 · 1718 · 0947

By Appointment

Cerebos

Salt of crystal purity

McVITIE & PRICE *Biscuits of Highest Quality*

You'll like its FINE, CLEAN Taste

Stewart's GIN

STEWART & SON OF DUNDEE LIMITED

"WARDONIA"
BLADES

FOR BETTER SHAVES.

"SMOOTH AS A FINE LIQUEUR"

Choose the Royal Exchange Assurance for all your insurances

Head Office at the Royal Exchange, London

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM

Office : Commonwealth House, 1, New Oxford Street, London, W.C.1

From the painting "London Fireman" by Paul Dessau, exhibited in the Royal Academy, 1944

Craven 'A'

FOR YOUR THROAT'S SAKE

10 FOR 1/2 • 20 FOR 2/4

CARRERAS • 150 YEARS' REPUTATION FOR QUALITY

Volume CLXXXI No. 2365 The SPHERE, London, May 19, 1945

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

THE KING AND QUEEN ARRIVE AT ST. PAUL'S CATHEDRAL TO LEAD THE NATIONAL THANKSGIVING SERVICE: Preceded by the Lord Mayor, bearing the great pearl-handled City sword, they enter the Cathedral by the great West Door

On Sunday last the King and Queen, with other members of the Royal Family (including Queen Mary), went to St. Paul's to lead the Nation in Thanksgiving for the great victory over the Germans. Many of the most important personages in the Kingdom were present, and vast crowds lined the route from Palace to Cathedral to witness the procession. At the City Boundary at Temple Bar, the Lord Mayor performed the ancient custom of offering the King the City Sword. The Lord Mayor then joined the Royal Party and followed the King's carriage to the Cathedral, where this picture was taken just as the King and Queen, preceded by the Lord Mayor bearing the sword, were entering the West Door

Postage—Inland, 2d.; Canada and Newfoundland, 1d.; Elsewhere Abroad, 1½d.

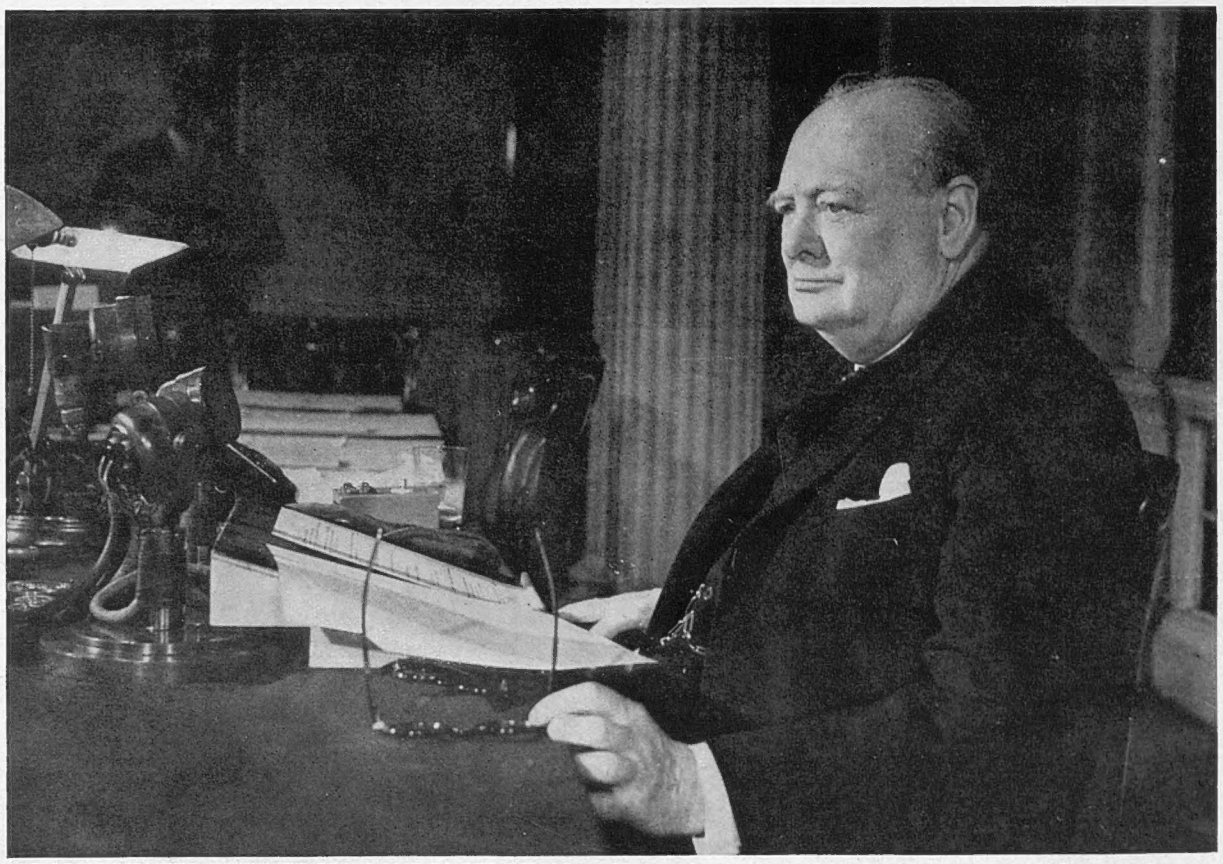
A WAR NEWSLETTER —No. 298

1, NEW OXFORD STREET, W.C.1

The Greatest Relief.—One day no doubt the knowledge that *we are not at war anywhere* will sink into our consciousness and be a *great relief*. That day is not yet. We are being prepared for it by slow stages and small concessions—on the whole, a merciful preparation. And so, without foolish exaggeration, I can say that it will be the "greatest relief" when one particular control is removed at last. I refer to the control which necessitates respectable, middle-aged men pleading *in forma pauperis* before a tribunal which may well consist of a single young temporary Civil Servant, whose health category prevented him joining the Army. It is not good for a free and honourable country that old ambassadors, ex-governors, retired Admirals, and even magistrates, should have to plead thus and justify their proposed use of the small allowance of petrol at their disposal. For they have honourably discharged greater responsibility in the best interests of the State, and should be given *the benefit of the doubt*. It is bad also for the character of the youthful dictator; and a terrible waste of time and energy for all concerned. "Trust nobody" is a short-sighted slogan and a contemptible one in a great nation. It is the slogan of Bureaucracy.

Peter - out — An Afterthought.—Well, yes, the war petered out. It began in a rather lethargic fashion, and the well-meant attempt to order rejoicing (modified and defined) by Act of Parliament, so to speak, fell rather flat; events over which even a paternal Government like ours has no control made it a damp squib. Moral: beware of being too paternal; don't regiment, and advise too much, free men who have wasted the best years of their lives in checkmating just that sort of regimentation which makes slaves of sheep-races and, I believe, ugly customers (in due course) of free men. We need no advice as to how and when to thank God, to rejoice, to revel, and to remember those who will never come back. But the weather on VE-Day was no bathos, when war-worn humanity "crept out again to feel the sun" shining in a blue sky that held at long last not death and anxiety, but life and hope for broken bodies and devastated lands and cities, and a promise of balm in God's good time for broken hearts. On that day for many it was rejoicing: "To-day the dead are living, The lost are found to-day." For many (perhaps as many) it was a day of memories. Proud and glorious, and ever young and fresh, memories "For Death he taketh all away, but these he cannot take." But for all of us, the lucky and the most afflicted, it was a day spent in the Holy of Holies of the individual mind. And there at least, thank God, the Government Inspector has yet no right of entry, no authority to order or control. The war petered out gently—by the special mercy of Providence. No other end would have been endurable. And as for the set-pieces of official VE-Day, they were well and truly discharged, and as good of their kind as they could possibly be.

More Afterthoughts: A Great People.—We surely are a great people—the British and the English. VE-Day gave many proofs of it. There wasn't a note of hysteria anywhere. The King was calm and strong and developed a clear argument concerning the duty of citizenship in peace, and further war. Mr. Churchill was more brief and businesslike than ever before. In no other country could



THE PRIME MINISTER MAKES HIS BROADCAST TO THE WORLD on Victory Day, May 8, from his room at No. 10, Downing Street: In his usual stirring manner, Mr. Winston Churchill told the world that the war with Germany had been won and victory in Europe had been achieved. Announcing the signing of the act of Surrender at Rheims on the previous day and its ratification by Marshal Keitel in Berlin, he said that hostilities would officially end at one minute past midnight on Wednesday morning, May 9. "Japan remains to be subdued," Mr. Churchill concluded. "Advance Britannia! Long live the cause of freedom! God save the King!"

he—such a figure as he has become—have "mingled with the rejoicing crowds," not disguised in a false beard but distinguished by a cigar. In no other country could such a figure have been humorously acclaimed as "Good old Winnie"—at such a moment! In no other country could the Radio have staged that *Tribute to the King* programme without being hysterical, boastful or sickeningly adulatory. In no other country in the world could the staged programme have ended with the Weather Forecast and that old Shallow Depression. In any European capital, hundreds would have been crushed to death and much damage done besides. But London is . . . London, and England, England. Well, I don't know all the ingredients in the recipe, but I am proud to have been an Englishman this day and this month and the last five years; and, I pray God, till my life's end; and proud (and thankful beyond words) to have a family brought up and educated in the discipline and grandeur and austerity of total war, and fit to be good citizens of no mean city.

Killing a Legend.—Certainly it is very desirable that the ghost of Hitler be laid *now*. I very much hope that the Russians will find his skeleton or discover clear proof that he was murdered by his party or followed Goebbels' easy way out. As no doubt he was (or did). For this is the prototype of the charlatan on whom legends and even creeds are built. Unless we can prove his sordid death, be very sure we shall begin soon to hear "authoritative" reports and rumours that he has been seen—in the Alps or in Peru or Persia. Like the Dauphin (Louis XVII), he will be impersonated by (other) crétons or plotters; he will be used by underground Nazi organisations to bolster up fresh hopes of a come-back; and the turnip-face of this once formidable bogy will for years to come be the receptacle of a tallow-dip of hope and incitement to the legions of the damned. Hence the urgent need to find the corpse and prove the death of this infamous reptile.

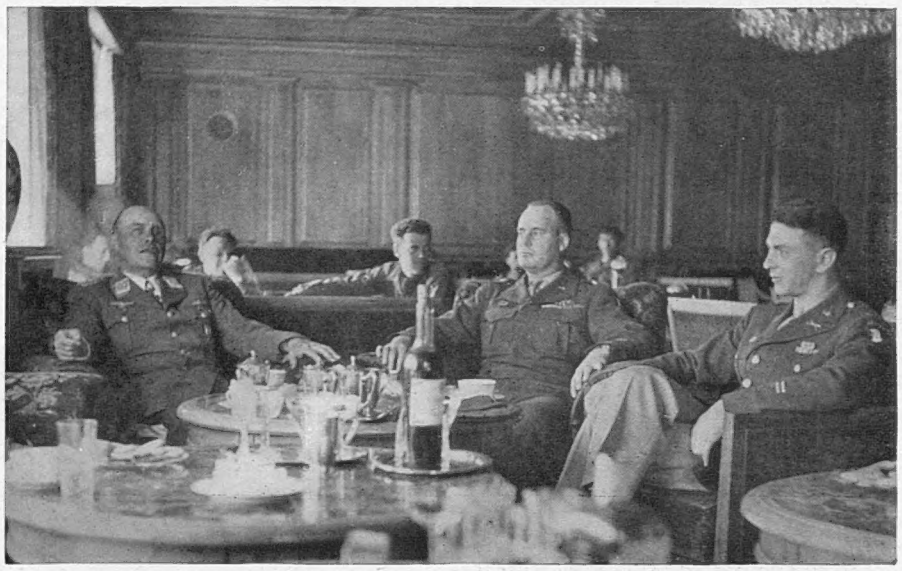
New Worlds to Conquer.—And now, having, as I hope, finally wound up my watch on the Rhine, I roll up my map of Europe and look about for charts of "another part of the wood." And these charts have fallen into my lap like a ripe plum. By favour of the American Library, U.S. Office of War Information, I have before me a copy of the Overseas Edition of *A War Atlas for Americans*. A notable publication. It is cartography from a new angle, strange and unfamiliar at least to me; but well worth study and comprehension. I see familiar countries upside down, and I observe arrow-headed serpents weaving their ways across oceans and continents. But when I bend my mind to the plan of the designs and charts, I gain much clarity concerning matters long obscure. I see much more clearly the grand strategy of MacArthur and of Nimitz, what they have done and what they plan to do. I comprehend the meaning of Tojo's Inner Fortress and how already it is being breached. I see clearly at last the importance of Okinawa in the Ryukyu chain, and note how the islands of Japan proper are but larger links in a chain of islands which run from Kamchatka (or even Alaska) down to Borneo with hardly a missing link. And I see the great importance of the opening of Rangoon and the neutralisation of Borneo in the major plan and master purpose of securing economy in lines of communication for the final assault on the last enemy. I recommend this American primer to every interested Briton, be he neophyte or expert.

'Frisco.—Some say *Sham* Francisco; some say *Damn* Francisco. But petulance and cold water will get civilisation nowhere. Locarno was staged to teach the Powers the *European* language. It was not learned. 'Frisco is staged at long last to teach a language common to all the nations on earth. And inevitably, at the very start, every delegate has vital national ideals and needs at heart, which he is charged to put forward. The Polish issue was, early on, hung-up by a dreadful doubt about certain Polish delegates whose fate had long been unknown. It seemed a facer. But no one should cry Havoc! No one must despair, because there is surely no delegate to that Conference, be he Big Fish or Small, who *dare* rise from the last session of all in the knowledge that *his* demands, *his* veto, helped to wreck the world's last hope. Within that limit, pure aims should be, and must be, pressed with courage; and there is no duty on any to compromise with *honourable* principles. The closest friends among the Allies are sharply divided upon many tricky questions. Courage, moderation, good temper alone can save the day. It is best that they should dispute for a long time to come, for a hasty and smooth agreement is no guarantee of eternal peace. Ink is not enough. The duty of each delegate and each nation is to be strong and helpful and to learn the new language, the Esperanto of men's salvation. It will not be learned in a month or a year. For its root is in unselfishness. And self-seeking must always be harder for nations to outlaw than for individuals

Old and True.—We are shortly to enter the arena of party controversy again, and to hear and dispute a score of nostrums (old as time and new as paint) advanced by fiery partisans of half-a-dozen schools. I cull from my favourite *John Inglesant* a paragraph of essential wisdom and truth which sets out, better far than I could ever do it, the political philosophy which has run through my comments for 20 years. Father Hall is speaking to Inglesant on the eve of his active participation in the political intrigues of his day: "You are now embracing the cause full of enthusiasm and zeal and this is very well. How else could we run out the race unless we began with some little fire . . . ? But this is the most important lesson that a man can learn—*that all men are really alike; that all creeds and opinions are nothing but the mere result of chance and temperament; that no party is on the whole better than another; that no creed does more than shadow imperfectly forth some one side of the truth;* and it is only when you begin to see this that you can feel that pity for mankind, that sympathy with its disappointments and follies, and its natural human hopes, which have such a little time of growth and such a sure season of decay. . . . Nothing but the Infinite pity is sufficient for the infinite pathos of human life." That paragraph is to me all wisdom, all philosophy. The opening arena is dedicated and reserved to youth. We must hope and pray that the lists will be run in the fire of youth tempered by the experience of middle-age, which alone has eyes to see the one-sidedness of creeds and the infinite pathos of human life. Old and true and wonderfully apt. If the words I have italicised might be accepted by all protagonists in the coming dog-fight, that conflict of opinion might be fruitful and even edifying. It is impossible to await it without dread.

THE OLD STAGER

THE LAST OF GERMANY'S POLITICAL HOSTAGES ARE FREED: *On left*—Leon Blum, former French Premier; *in centre*—Kurt von Schussnigg, Austrian Chancellor, who refused Hitler's Anschluss demand; *on right*—the Lutheran Pastor Niemoller, who defied Hitler in Berlin before the opening of the war. These three men, eminent in pre-war Europe, have now been freed from a German prison camp in Northern Italy. They were being guarded as hostages: had Hitler lived he might have dealt harshly with them—but all are now free to begin life afresh. Both Schussnigg and Niemoller were interned by the Nazis even before the war began; Leon Blum was taken into captivity after the Fall of France. They were freed by the Fifth Army from the Prager Wildsee prison camp near Obbiaco



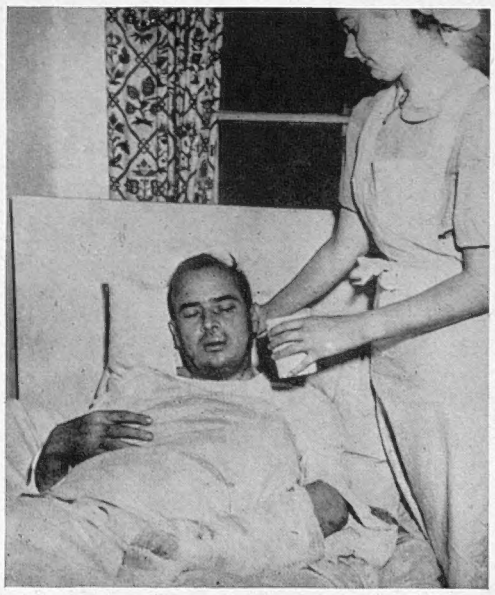
HOW FIELD-MARSHAL KESSELRING SURRENDERED: The Nazi General at the Berchtesgaden Hof (on left) with Brigadier J. Higgins (in centre) and Major-General Maxwell D. Taylor

Field-Marshal Albert von Kesselring motored into Berchtesgaden and surrendered. He had refused to leave his private train, parked on a siding in the Bavarian Alps, until he had received instructions from General Eisenhower naming the commander to whom he should surrender if Eisenhower could not accept his surrender personally. The above picture was taken on the sun terrace of the Berchtesgaden Hof, a luxury hotel built and maintained by the German Government to accommodate diplomats, quislings, etc., while they were in Berchtesgaden at the call of the late Führer

GOERING and KESSELRING
In Allied Hands

NAZI NUMBER TWO TALKS AND POSES TO THE ALLIED PRESS: One of Marshal Goering's attitudes before the camera at Augsburg. Hermann Goering surrendered to Brigadier-General Stack, Assistant Commander of the American 36th Division in Austria. On May 11, at Augsburg, Goering told his story of the last days of the Nazi Party to a meeting of Allied journalists: in the course of this, the above picture of the second most important Nazi was taken

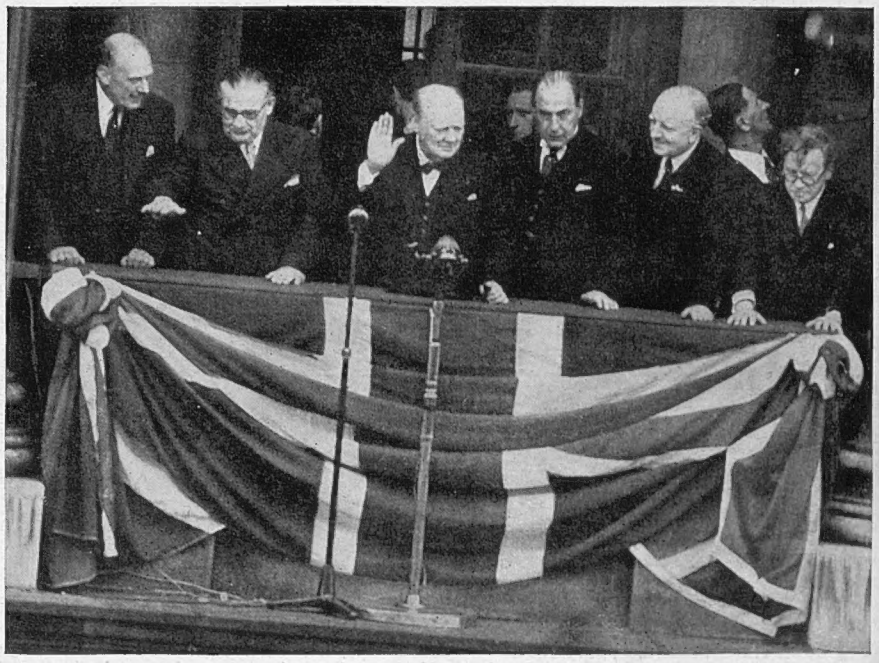
GOERING IS INTERVIEWED BY THE ALLIED PRESS: In the small garden of a private house in an Augsburg suburb, Goering occupied an armchair under a weeping willow tree and replied to questions fired at him by the group of uniformed Allied correspondents



ANOTHER WAR CRIMINAL IS CAUGHT: Dr. Hans Frank, who was the infamous Reichsführer of Poland and who has been named as one of the chief war criminals, is here seen in a hospital bed with his left arm heavily bandaged. After he had been caught by the Allies, he slashed his wrist in a suicide attempt to evade his just punishment

JOHN AMERY IN ALLIED HANDS IN ITALY: John Amery, the Englishman who broadcast for the Germans, has been found in an Italian prison camp at Milan. He was captured by partisans when trying to escape by car to Switzerland, and had spoken to none of his fellow-countrymen until the British arrived. He wished to be placed under British custody. He stated that he had never been paid for his broadcasts "except expenses." Amery's French wife, whom he had married five months ago and who spoke no English, is not under arrest, but prefers to remain with her husband

HIS FINEST HOUR : MR. WINSTON CHURCHILL IS ACCLAIMED BY THE GREAT VE-DAY CROWD IN WHITEHALL. Thunderous cheers rose from 60,000 men, women and children as the Prime Minister, architect of the nation's part in the European victory, appeared for a few minutes on the balcony of the Ministry of Health, overlooking Parliament Square, on the evening of May 8. Deeply moved by the almost overwhelming ovation, Mr. Churchill gave the Victory sign and made his acknowledgment with the words "God bless you all"



MR. CHURCHILL AND THE CABINET GAZE DOWN ON THE PEOPLE IN PARLIAMENT SQUARE : This was the scene on the balcony of the Ministry of Health just before six o'clock on the afternoon of VE-Day. On the left is Mr. Oliver Lyttelton : next him are Mr. Ernest Bevin, the Prime Minister, Sir John Anderson, Lord Woolton and Mr. Herbert Morrison

It is impossible to describe in words the unprecedented scenes in the capital during the two days of National Rejoicing. And even the pictures hardly do justice to the enthusiasm of the populace at the termination of the war in Europe. On this and the following pages we give some of the scenes witnessed in London, in an attempt to convey to those who were not present a little of the intensity of emotion displayed on this greatest of British occasions. For 48 hours the capital was given over to happiness—although in most breasts the enthusiasm was mixed with thankfulness at our deliverance from perils unmentionable. Mr. Winston Churchill came in for the greatest demonstrations of all, and wherever he made an appearance he was greeted with the wildest of receptions

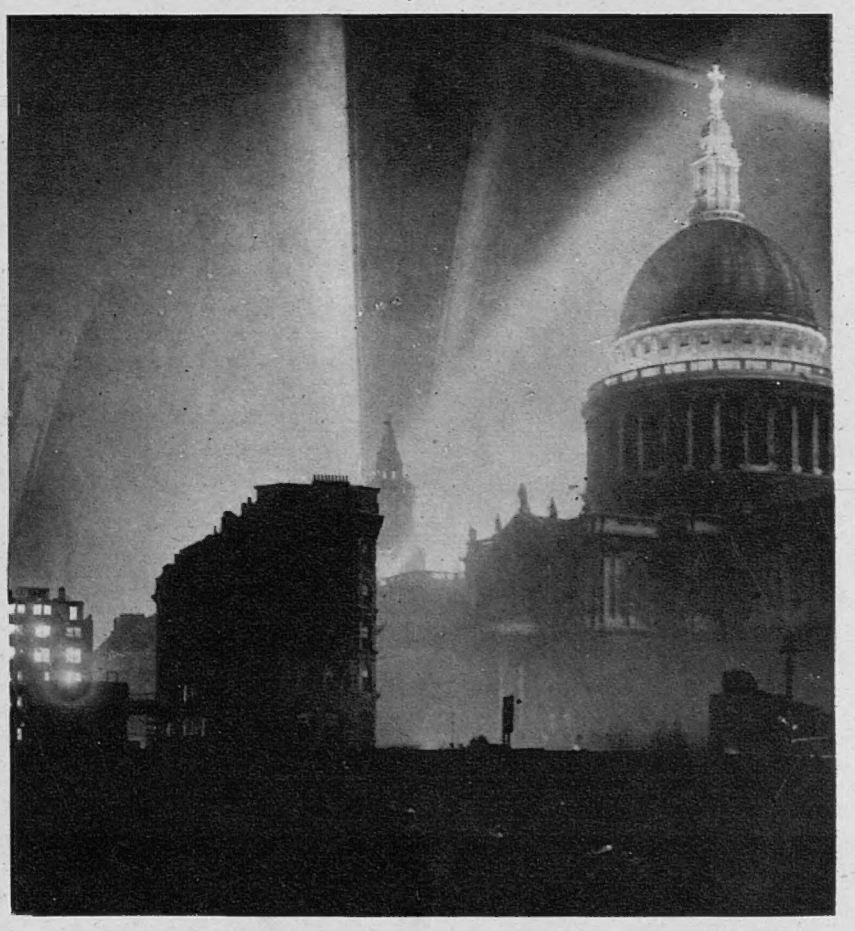
VICTORY DAY IN LONDON

Some of the Amazing Scenes as Vast Crowds Celebrated the End of the War in Europe

—Pictures Taken on May 8 and 9

THE FIRST ACT OF THE COMMONS AFTER THE NEWS OF THE GERMAN CAPITULATION WAS A PROCESSION TO ST. MARGARET'S FOR A SERVICE OF THANKSGIVING : The Prime Minister delivered his news of the Great Surrender and then moved that the House attend the Church of St. Margaret, "to give humble and reverent thanks" for our deliverance from the threat of German domination. The Speaker led the Members, followed by Mr. Churchill and Mr. Greenwood, in procession through the Central Hall and out to the church by way of the St. Stephen's entrance. As the procession reformed to return to the House, the bells of St. Margaret's pealed out, to join the clamour of the great crowd which had assembled in Parliament Square

ON THE BALCONY OF BUCKINGHAM PALACE : THE ROYAL FAMILY—NOW JOINED BY THE PRIME MINISTER—GREET THE CHEERS OF THE VAST CROWD BELOW. Many times during the course of the day the King and Queen came out on the balcony in response to the clamour of the thousands upon thousands of citizens. On their third appearance, they were joined by the Prime Minister, who stood between the King and Queen. All day long a crowd of some 100,000 stood outside the Palace gates, their enthusiasm rising to crescendoes as the Royal party made appearance after appearance. It will be noted from this picture that the bomb damage to the Palace windows still remains unrepaired



THE FLOODLIGHTING OF THE HISTORIC SHRINES OF LONDON : FOR THE FIRST TIME FOR NEARLY SIX YEARS LONDON WAS ABLE TO SEE ITS PUBLIC EDIFICES FLOODLIT BY NIGHT—hurried arrangements had enabled the Parliament building and St. Paul's Cathedral to be lit up in the manner shown in these two pictures. The Palace, too, was thrown up into bright relief, and other buildings in the City and West End. With searchlight beams weaving overhead, and lights from houses and offices blazing forth, London enjoyed its first real escape from the long black-out

b

THE HUGE CROWD OUTSIDE THE PALACE TO GREET THE KING AND QUEEN: The scene as the Royal Family, including Princess Elizabeth and Princess Margaret Rose, appeared on the balcony to receive a tremendous ovation.

THE CROWDS IN LONDON

Scenes During the Victory Celebrations on May 8 and 9

After the Prime Minister's statement at 3 p.m. on the afternoon of May 8, a crowd estimated at some 100,000 assembled before Buckingham Palace. They remained there all day, and each time the Royal Family appeared—accompanied by the young Princesses—they were hailed with mighty ovations which lasted for many minutes at a time. This was only one great crowd out of the many throughout London on the great Victory Day

A PICTURE TAKEN FROM THE ROOF OF BUCKINGHAM PALACE, showing the crowd of 100,000 beginning to assemble to greet the Royal Family

IN PICCADILLY CIRCUS, ONE OF THE FOCAL POINTS OF THE CELEBRATIONS, where great crowds of Allied soldiers and sailors were prominent among the merry-makers throughout the whole of Victory Day

A CROWD SUCH AS LONDON HAS NEVER BEFORE SEEN ASSEMBLED IN PARLIAMENT SQUARE to witness the public appearance of the Prime Minister on the balcony of the Ministry of Health. The crowd was estimated to number 60,000: Mr. Churchill appeared just before six o'clock. "This is your victory," he said. "In all our long history we have never seen a greater day than this. . . . God bless you all"

THE ROYAL FAMILY TOUR THE BOMBED AREAS OF LONDON : On May 9, the second day of national rejoicing, the King and Queen and their two daughters went to the East End ; on the following day they went to South London, to visit the people in those areas who had suffered from the V 1 and V 2 attacks on the capital. Here their Majesties are seen in the midst of their subjects, with a mother (on the right) leading the singing and cheering of the crowd

ON THE EVE OF VE-DAY, just after the nine o'clock announcement : an impromptu demonstration by students through Trafalgar Square

A GROUP IN COVENTRY STREET ON VE-DAY, composed of Allied Service men and women

PRINCESS ELIZABETH, who accompanied her parents during the royal visit to Lewisham on May 9

THE QUEEN AT LEWISHAM, at the High Street, which suffered grievously from a V-bomb

ENTHUSIASM RAN HIGH as the evening of Victory Day approached, and demonstrations such as this were witnessed at many points in London

A BUS IN PICCADILLY IS COMMANDEERED by two American airmen and made into a platform for flag-waving

MR. CHURCHILL VISITS THE SOVIET EMBASSY AT KENSINGTON PALACE GARDENS ON MAY 9, where he and the Soviet Ambassador, M. Gusev, toasted the British Empire, the Soviet Union and Marshal Stalin in Russian champagne. In this picture are—Madame Gusev (on left), Junior Commander Mary Churchill, M. Gusev and Mr. Churchill (at extreme right)

THE SCENE AT THE CENOTAPH, where the fallen of the last war were remembered by many visitors to Whitehall

IN THE SIXTH YEAR AND SIXTY-NINTH MONTH

Personal Recollections of Outstanding Events During the Second World War, 1939 to 1945 By CHARLES GRAVES

So the Second Thirty Years War is over. It is hard to keep coherent track of its progress from the first air-raid siren a few minutes after the dying Neville Chamberlain announced the outbreak of war. It is indeed impossible, unless one looks up the newspaper files, to give anything approaching a general picture of it all. All one can do is to give personal recollections. As a veteran Londoner, my first reaction is to thank goodness that none of us knew six years ago that the war was to last all this length of time. Masters of foxhounds were told in the autumn of 1939 not to "put down" hounds because the war was not expected to last until the following hunting season. A vivid memory of the early days was the King's inspection of 6,000 troops at Mouchy, on the borders of Belgium and France. Only No. 85 Squadron and No. 87 Squadron could have provided fighter cover if Hitler had decided to strike, and the King's expected presence had been announced on the Italian radio twenty-four hours previously, so there was no question that Hitler did not know. That was the "phoney war" period. The London hospitals had been warned to expect 8,000 casualties from each air raid, and three air raids in the first twenty-four hours. In point of fact, not a single bomb was dropped on France or Great Britain until January 13, 1940, when a Heinkel attacked a number of French peasants working in a field near Villeneuve.

It has always been my theory that Göring would have suppressed Hitler and made peace with us if it had not been for the fact that Captain Payne and Captain Best were dragged across the Dutch frontier by Hitler's special S.S. a few days later.

Then came May 10 and the rapid disintegration of Belgium and France, followed by the appointment of Winston Churchill as Prime Minister, together with the elevation of Lord Beaverbrook, Ernest Bevin and Lord Woolton to the Cabinet; the start of the Local Defence Volunteers and the rush to put one's name down at the nearest police station next morning; the final tragedy of Dunkirk, with the wild fluke of the weather holding good. Tension and rumours followed, until September 7, when Hitler, stung to fury by the unintentional bombing of the Unter den Linden by a Wellington, ordered Göring to stop his methodical smashing of our Fighter Command aerodromes and turn the Luftwaffe on London. According to Air Vice-Marshal Park, then commanding 11th Fighter Group, this was the real turning-point of the war. He actually flew his own Hurricane over London and metaphorically threw his cap in the air on September 8 when he was sure that the Luftwaffe were maintaining their attacks on the big city, instead of continuing to destroy vital aerodromes.

It is safe to say that the average Londoner had no realisation of the proximity of the end of the war at that stage. The newspapers and the public treated the numbers of German aircraft shot down out of the sky by "the thin blue line" rather in the terms of a cricket match. The blitz continued for ninety-six nights or whatever it was; it continued by day as well, culminating in the second May 10 when Hess appeared like a bolt from the blue with his invitation to us to join Germany against Russia. That was a bad night for all of us in London. My own house was on fire for the second time in three months.

The Prime Minister's refusal to have any truck with the Nazis resulted in the sudden switch of Germany attacking Russia on June 22. But it must always be remembered that if the Non-Belligerency Pact had not been signed in 1939, Hitler would never have dared to attack Poland, and thus bring us into the war.

So things continued, with one piece of bad news after another, until finally, in the autumn, came a sudden interruption of the B.B.C. programme and the announcer's excited and highly unacademic preface, "Here's some cracking good news"—the break-through at El Alamein. That was certainly a high-light of the war. But the laborious trek towards Tunis found us all crossing our fingers and hoping that this time we would not, for the third time, have to beat a retreat.

Then came the landings of the Americans in North Africa, originally conceived by the Prime Minister, who, from the very start, realised that strategically the control of the Mediterranean was the vital factor in the land war.

Time and again after that wishful thinkers believed that Germany would crack within the next two or three months. Thousands of us paid wagers in connection with the end.

Then idiots collected in Trafalgar Square, shouting for the Second Front. Many of the ringleaders hope that their part in this has been forgotten; but it is all on record and can be used in evidence against them wherever necessary.

In these spontaneous recollections of the past sixty-eight months, it is hard to keep track of the chronological order of events. The early entry of Italy into the war was regarded as a joke by the well-informed public. It was no joke. When Japan declared war on the United States, there was a look of smug satisfaction on most Englishmen, who had grown tired of being criticised for their lack of war-like preparations. The Dieppe episode followed. It was a failure, but it taught us a great deal about waterproofing vehicles and the need for bigger and better tanks. The green berets of the Commandos became our only symbol of land fighting on the Continent.

Time limped wearily until the first threat of the sinister L-shaped V 1 sites, which many people thought might be a bluff. Speculation about D-Day continued feverishly. When it came, it was a real relief. In the meantime, the country had been subjected to more restrictions than any other free people had ever suffered before. Food was growing scarcer and scarcer. The lack of transport facilities was perhaps even worse. There were short, sharp blitzes like those of February 1944. Then came the flying bombs. Nobody knew what they were, for the first few hours. The patient homes of patient "Southern Englanders" collapsed in all directions. The bloody fighting for Caen, the set-backs until the sudden massacre of the Falaise Gap, made the British public more and more suspicious about anything approaching good news. We were very nearly punch-drunk.

After that, things happened fast, but every now and then there was some unexpected set-back like the Ardennes offensive. V 2s were in the same category. It was hard to know which was more unpleasant—the V 1 or the V 2 or the original blitz. Most women preferred the blitz because they felt that their men were doing something about it, however ineffective. In the case of the V 2, it was necessary to be purely fatalistic and to realise that if one heard an explosion, the very fact that one heard it meant that there was no danger. On the other hand, if a flying bomb was obviously approaching, there was more chance of getting to leeward of it. Life was certainly very tricky during the V 1 period, with alerts coming all day and all night, until it became impossible to tell whether the sirens were sounding the "stop" or "go." As time went on, it became more and more exasperating to think that it was still very easy to be killed at a late stage in the proceedings, just when everything was going well.

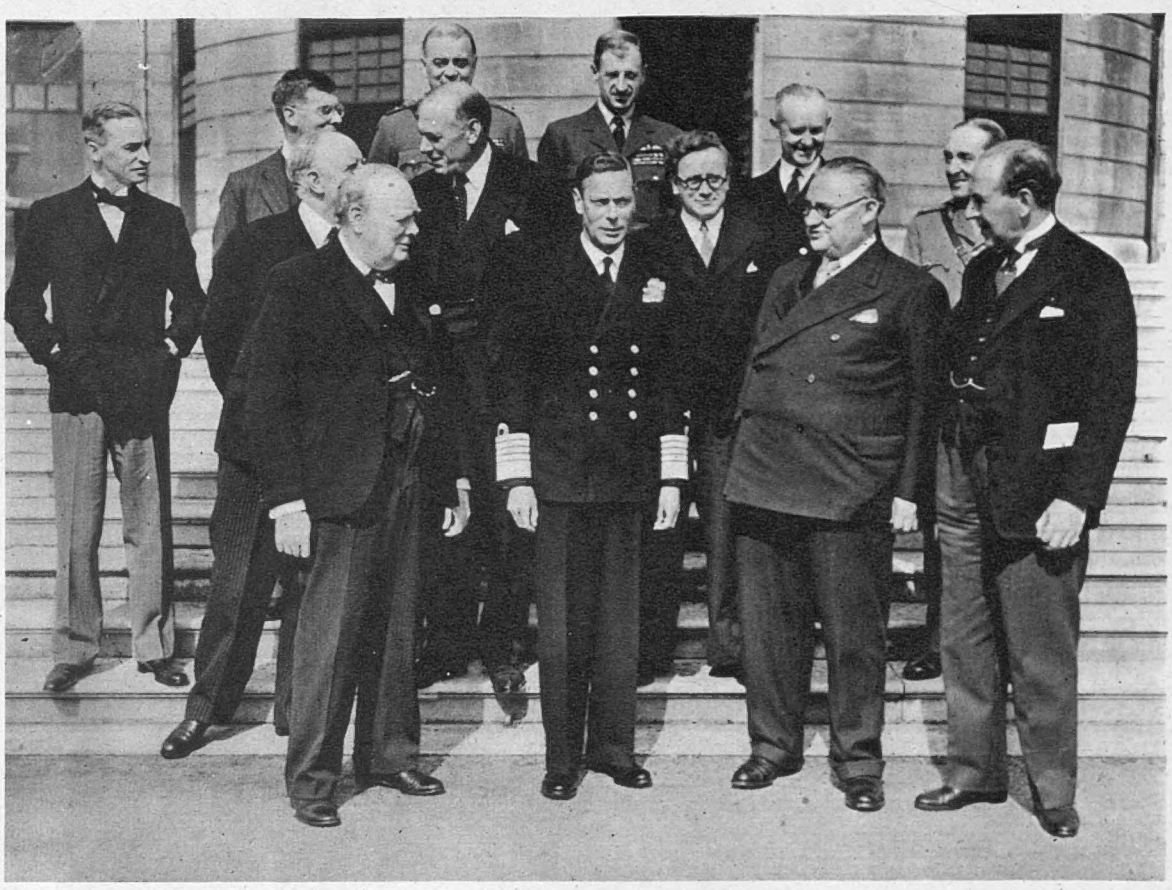
So far, I have not said anything about the Russians. But except for Stalingrad it was hard to know what was happening on the Eastern Front. Many people thought that neither the German nor the Russian communiqués were strictly accurate or up-to-date, if only for security reasons. Even a few weeks ago it seemed fantastic that the Russians should apparently attack almost every part of the Eastern Front except the direct route to Berlin. Who could have guessed that Frankfurt-on-Maine would ultimately fall before Frankfurt-on-Oder?

The events of the last fortnight are too recent and indeed confused to need recapitulation. False alarms have been many, and towards the end the unbelievable situation occurred when the problematic date of VE-Day was positively irritating, because of the complex problems which it was bound to create in everybody's everyday life.

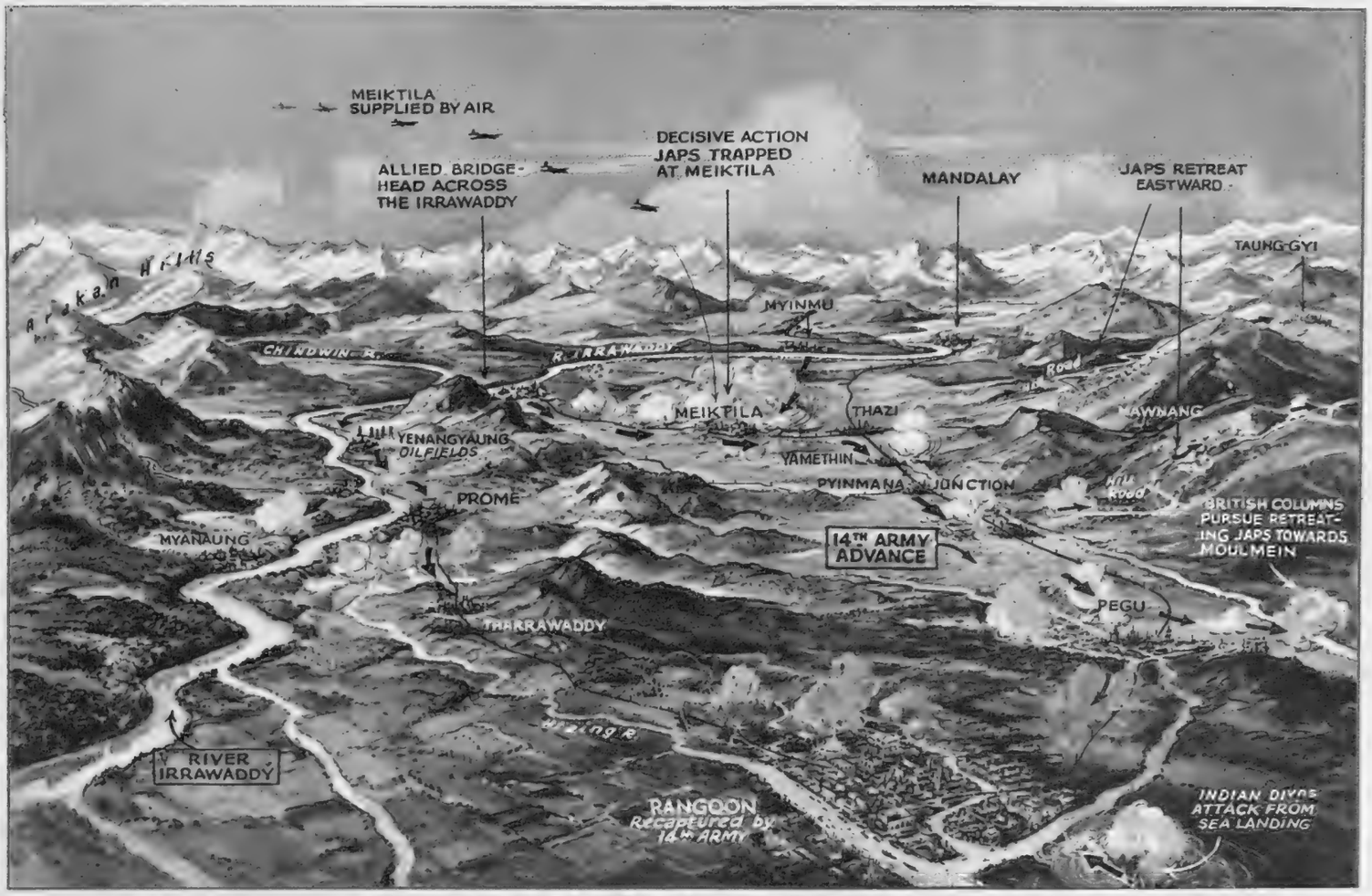
Looking back on it all, one reiterates gratitude for not having known at the start of the war how long it would last. Some people will say that they would have preferred to have known in 1939 that Germany would not collapse until 1945. Others, if they had known the trials and tribulations ahead of them, might well have felt weak at the knees. One thing is certain. The British have shown once again that they are the most stubborn race on earth.

One of the finest traits in the British character, and also one of the most dangerous, is our inability to maintain hatred for any length of time, but the atrocities at Belsen and the other horror camps in Germany have left an indelible imprint on the public. Newsreels and photographs have done their work, and men of the Eighth Army, who were originally impressed by the clean, almost chivalrous, attitude of the Afrika Korps, now have reason to change their minds about the Hun. Similarly, the premature use of the V 1 and the V 2 by the Germans has completely altered all our preconceived ideas on the subject of the proper treatment of Germany after the war. This is probably the predominant feeling of the man in the street to-day—that at all costs Germany must be kept in complete subjection and control for many long years.

In conclusion, it is safe to say that after all these years of endurance, people are only now beginning to realise how tired they have become. We know that restrictions are bound to continue and that income tax is not likely to be reduced until next April, but at least the children are learning the joys of making sand-castles and are discovering what the black-out has concealed from them all their lives.



THE MEN WHO TOOK BRITAIN TO VICTORY: THE PRIME MINISTER, THE MEMBERS OF THE WAR CABINET AND THE CHIEFS OF STAFF—photographed at Buckingham Palace with the King on VE-Day. In this picture are the following—in front with His Majesty are Mr. Churchill; Mr. Ernest Bevin, Minister of Labour; and Sir John Anderson, Chancellor of the Exchequer. Behind, from left to right—Sir Archibald Sinclair, Secretary for Air; Lord Woolton, Minister of Reconstruction; behind, with head averted, Sir Edward Bridges, Secretary, War Cabinet; Mr. Oliver Lyttelton, Minister of Production; at back—General Sir Hastings Ismay, Chief of Staff to Minister of Defence; Marshal of the Royal Air Force Sir Charles Portal; Mr. H. Morrison, Home Secretary; Admiral of the Fleet Sir A. Cunningham and Field-Marshal Sir Alan Brooke (behind Sir John Anderson)



RANGOON NOW BACK IN BRITISH HANDS AFTER THREE YEARS OF OCCUPATION BY THE JAPS: How the rapid advance from Meiktila to Rangoon was carried out by the Fourteenth Army—a distance of 300 miles in twenty-five days
—Drawing by E. G. Lambert

THE CAPTURE OF RANGOON

The Burmese Capital was Occupied by the Fourteenth Army on May 3 —Just Before the Arrival of the Monsoon

Mandalay fell on March 20, and in less than five weeks the Fourteenth Army had covered 300 miles along the main railway to Rangoon, arriving at Pegu on April 29, about 50 miles to the north-east of Rangoon.

The remains of the Japanese Fifteenth Army, which had been defending Mandalay, tried to drive the spearhead force which had occupied Meiktila (due south of Mandalay) out of their way to enable a retreat to the south. After heavy fighting the enemy was driven from Kyaukse on April 1, and then Pyawbuee fell, after a three-day battle, leaving the spearhead to race on to Yamethin, 13 miles farther south. Here they found the Japanese posted on top of a 3,000-ft. bluff, which was overcome by our outflanking movement.

Rangoon was finally approached from land and sea and occupied by the triumphant Fourteenth Army advancing down the Pegu Road.

ON THE ROAD TO RANGOON: Indian troops lie low under sniper-fire during the attack on Yamethin. On the route to Mandalay via Meiktila is the main Central Burma railway, now practically demolished. Just as the battle for Mandalay began in the lonely railway corridor from Mytkina, so the battle for Rangoon developed along the string of little railway towns

A VIEW OF THE CAPITAL CITY OF BURMA: RANGOON AND ITS RIVER AND WAREHOUSES as seen from the air. It lies on the river of the same name; before the war, it held fourth rank among the seaports of the Indian ocean. It was occupied by the Japs in March 1942, and has thus been under enemy domination for just over three years. To capture Rangoon, the Fourteenth Army advanced at the record rate of 300 miles in twenty-five days from Meiktila, completely disorganising any enemy defence plans. The entry into the capital was followed by the news that British troops had also landed at the mouth of the Rangoon River in support of the spearhead advancing on the city from the north

THE CAPTURE OF MOUNT POPA, showing British troops at its foot waiting to storm the height: To the north-east of Kyaukpadaung, and 30 miles south-east of Pakokku, a Japanese force put up a stubborn resistance against the Fourteenth Army on Mount Popa, a 4,900-ft. hill. The hill was finally cleared by troops of the British 2nd Division on April 20, who then went on to assist in the capture of Rangoon

HOW THE END CAME IN ITALY

After a Campaign Which Began with the Invasion of Sicily in 1943

HOW THE R.A.F. HELPED THE FINAL BREAK-THROUGH IN ITALY: The Eighth Army advanced so fast that white arrows had to be laid on the ground by the infantry to indicate their positions to the Allied bombing aircraft after the final break-through had been achieved by the Allies north-west of Ravenna—*Drawing by E. G. Lambert*

When the Eighth Army advanced for the final attack against the Germans, over 1,000 Allied planes bombed the enemy front line in the greatest blow delivered since the days of Cassino. More than 600 heavy and nearly 200 medium, and hundreds of fighter-bombers took part. Every precaution was taken to ensure that no bombs fell on Allied troops, as had happened in the past. Huge white arrows were dotted all over the Eighth Army area, pointing the way northwards to the aircraft and indicating the positions already taken up by the ground forces. In advance of these arrows were the targets against which the bombers operated and which were quickly reduced for the further triumphant advance of the 8th and 5th Armies' infantry

TROOPS OF THE EIGHTH ARMY ARE GREETED BY THE POPULACE IN BOLOGNA: It was the fall of this key city on April 21 that led to the final capitulation of the Germans. The Italian crowds gathered in thousands to welcome the entry of the Allies

IN THE MOMENT OF VICTORY, rank is of little consequence: a Brigadier celebrates with his men in the street after the triumphant entry into Bologna

THE WAR ENDS IN ITALY: A scene in Milan, where posters announcing the liberation were pasted on pillars in the streets. These were issued by the Committee of Liberation, whose partisans had assisted in turning out the German forces of occupation

This elderly Italian woman was stated to have sat at a window and sniped at partisans and Allied troops in Modena. She was caught and marched off to jail in triumph

ALL BOLOGNA TURNS OUT TO GREET THE ALLIES: The Italians crowded on the jeeps and filled the main thoroughfares as the Army drove through in pursuit of the routed enemy

THE ITALIAN CAMPAIGN FROM START TO FINISH—JULY 10, 1943 TO MAY 2, 1945: A SPECIAL "SPHERE" MAP SHOWING THE WHOLE PROGRESS OF THE FIGHTING UP THE MAINLAND, TO THE VICTORIOUS BREAK-THROUGH AT RAVENNA IN APRIL 1945, which brought about the collapse of the German and neo-Fascist forces in Lombardy and the final capitulation at the Caserta Palace

It was on July 10, 1943, that the Allied forces landed on the island of Sicily: by the end of August the German and Italian troops had been beaten back to Messina. Italy proper was invaded on the morning of September 3 at Reggio, and rapid advances were made up the "toe": Taranto, Brindisi and Bari were soon in our hands and the Allied armies began to close in on Naples. Then came the fresh Anglo-American landings at Salerno on September 9 and the subsequent fall of the great city itself on October 1. Advancing rapidly up the west coast, the first big hold-up by the Germans came at Cassino: the landing on the beaches at Anzio was carried out on January 22, 1944; Cassino was finally captured on May 18; Rome was entered on June 5; and the Fifth and Eighth Armies then took up a line running across the country from Civita Vecchia to Pescara. Ultimately, they forced their way to north of Leghorn and south of Ravenna. This was the final defence line of the Germans and neo-Fascists. With its collapse under the Allied assault in April of this year, the Germans remaining in Lombardy finally capitulated, signing the surrender terms at the Caserta Palace on April 29

THE FINAL OFFENSIVE AGAINST THE MAIN BODY OF THE GERMAN ARMY ALONG THE RIVER ELBE AND THE CUTTING-OFF OF DENMARK: The advance to Hamburg, Lubeck and Wismar by the British; and the approach of the Russians from the east. This view is taken from above Luneburg, near where the Capitulation was signed at Field-Marshal Montgomery's headquarters—*Drawing by E. G. Lambert*

HOW THE END CAME IN GERMANY

The Line Along the Elbe Which Collapsed to Montgomery's Army

—Special Sphere Drawing

The last strong line of resistance by the main mass of the German armies had been organised along the line of the River Elbe, south-east of Hamburg. Here Field-Marshal Montgomery's British columns had to fight for each town and village before they could occupy them. Luneburg, in the centre of wide, sandy heaths, was captured; and a bridgehead over the river had to be forced at Lauenburg. The line on the west side of the Elbe at this time stretched from Wisen to Bleckede—a distance of 35 miles. The fighting was intense all the time, with all bridges over the Elbe previously blown up by the enemy. The British were not to be resisted, however, and advances were made from Lauenburg towards the town of Schwarzenbek and, finally, on to Lubeck and Schwerin. The "Desert Rats"—the Seventh Armoured Division—were at the same time forcing a way into Hamburg on the left flank through the Hardenburg Forest. The last desperate attempt by the Germans to keep the Allies out of the great port of Hamburg failed. Soon the British and Red Army forces met south of the Baltic—and the end had come

THE HAGUE WELCOMES THE R.A.F.: Liberated Dutchmen carry an R.A.F. officer shoulder-high through the streets. When an aircraft of the R.A.F. Film Production Unit landed in a park in The Hague, the crew were met by crowds of excited and cheering people. The pilot first circled the park and, finding it clear, decided to land. He was no sooner down than the aircraft was surrounded by people, who surged around to display their feelings at the news of the liberation of Holland

THE MEN WHO FIRED THE VICTORY SALVO AT FIELD-MARSHAL MONTGOMERY'S HEADQUARTERS after the German capitulation at Luneburg Heath: To celebrate the victory of the 21st Army Group over their German enemies, a salvo of twenty-one rounds each from twenty-four 3·7-in. anti-aircraft guns was fired at Field-Marshal Montgomery's headquarters at 3 p.m. on Saturday, May 5—first victory salvo fired by a British Army in the field in this war. The guns belonged to the 168th, 169th and 206th batteries of the 60th City of London H.A.A. Regiment. This regiment, having distinguished itself during the London blitz, has been doing equally fine work on the Continent since D-Day. Major-General H. E. Dennis, C.B.E., D.S.O., Chief Artillery Adviser to Field-Marshal Montgomery, inspected the gun crews and guns and chatted with the officers and men before the salute was fired. Here he is seen, on the left, accompanied by Lieut.-Colonel the Hon. M. Berry, 21st Army Group G.I.R.A.

COPENHAGEN'S WELCOME TO THE BRITISH: Airborne troops driving through the cheering throng. Scenes of wild excitement greeted men of the Sixth Airborne Division and the R.A.F. Regiment when they arrived in Copenhagen by Dakota aircraft on May 5. Cheering crowds thronged the streets to wave a welcome as they drove through the newly-liberated capital

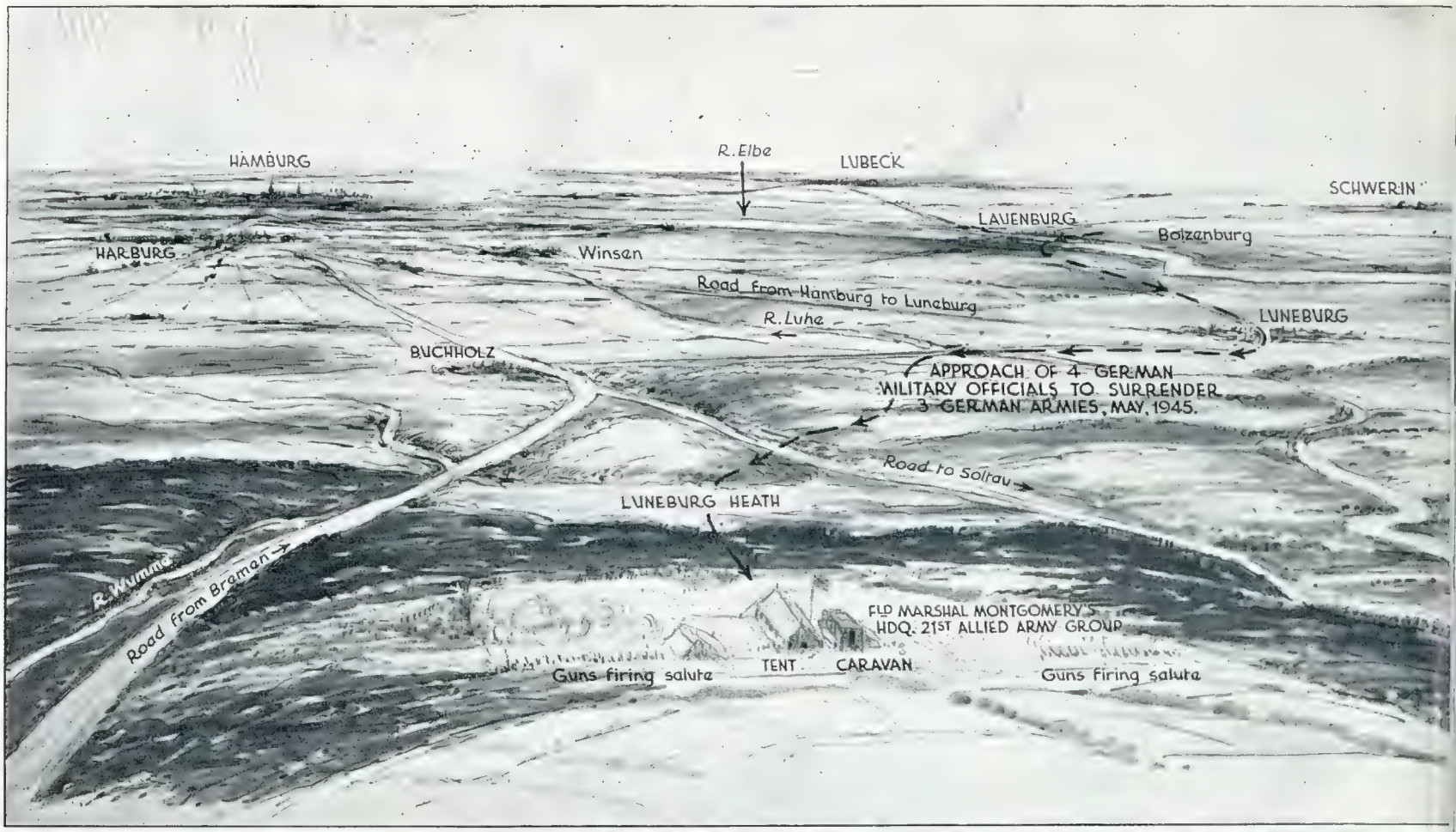
Above—**TOWN AFTER TOWN IN GERMANY WENT UP IN FLAMES as local commanders continued to fight on despite the imminent collapse of the whole Nazi war machine: This scene was enacted at many points, with the Germans hanging on grimly to the end**
—*Drawing by W. G. Whitaker*

FINAL SCENES IN THE REICH

Bitter Street-Fighting in Some Towns; White Flags in Others

During the final days of fighting, there were great differences in the method of surrender between town and town, and village and village. In some, white flags greeted the advancing Allied troops in every main street: in others, resistance was bitter and desperate. Even after it became known throughout Germany that the Nazi Party was finished, some fanatical adherents—and especially the S.S.—went on fighting to the bitter end. In such cases, the tanks and flame-throwers went into action, and town after town was given over to fire, so that to-day a wide swathe of destruction has been cut through the very heart of the country. S.S. troops in these towns even fired on their own compatriots who dared to hang up white flags outside their houses. In other towns, however, principally where the Wehrmacht had already marched out, the local burgomasters surrendered in advance, and, when our troops entered, white flags fluttered from every building

Below—**IN OTHER TOWNS, THE WHITE FLAG OF SURRENDER GREETED THE ADVANCING BRITISH ARMY: Every building would be decorated in this manner, and, apart from a few snipers, the resistance was nil. Apparently it was a matter of what the local burgomaster thought proper**—*Drawing by W. G. Whitaker*



WHERE THE NAZI ARMIES IN NORTHERN GERMANY SURRENDERED TO FIELD-MARSHAL MONTGOMERY ON THE LONELY AND WINDSWEPT LUNEBURG HEATH SOUTH OF HAMBURG—THE SALISBURY PLAIN OF THE WEHRMACHT. A diagram-drawing which shows the route followed by the Germans in their approach to the Headquarters of the 21st Army Group to sign the momentous surrender document on Friday, May 4—*Drawing by Percy Horne*

The surrender of the three Northern German armies to Field-Marshal Montgomery took place in a locale as different from that at Caserta as it is possible to imagine. The Italian submission was made in a room in a great Italianate palace; the other on a wide, windswept heath known to the Germans as the Luneburger Heide. It is the complement to our Salisbury Plain, for here the German Army conducted its peacetime manœuvres. The district is wide and open, but not altogether flat: there are low and sandy hills breaking the general level, rather reminiscent of some parts of the Aldershot district. It lies to the south and south-east of Hamburg, bounded on the one side by Uelzen and on the other by Rotenburg, east of Bremen. The view given here is taken from a point to the east of the main road from Bremen, in the fork made between that highway and the road leading to Uelzen. The latter road runs roughly parallel with the River Ilmenau, which flows through the formerly busy town of Luneburg. Other streams flow to the west from the central high ground. Chief among them are the Oste and the Wumme. Across this area the British forces lay in strength, with forward spearheads across the Elbe The weather had not been seasonable; a cold, searching wind, with a persistent drizzle of rain, beat down on the Allied Headquarters

THE TWO CAPITULATIONS

In North Germany and in Italy

—Two Special Sphere Drawings

With Photographs of the Actual Signing by the German Plenipotentiaries

On Sunday afternoon, April 29, the surrender of the Germans in Italy was made in the beautiful palace of Caserta, some 20 miles north of Naples, which has been used as the Allied Headquarters of the forces in Italy. In a small upper room in the vast palace, "unconditional surrender" was signed by two German officers on behalf of Germany's Southern Army, which had, at last, to admit complete defeat by the Eighth and Fifth Armies.

Nearly a million troops were to lay down their arms and to surrender a territory covering Northern Italy, the Austrian provinces of Tirol, Salzburg, Vorallberg, and parts of Carinthia and Styria. This represented a greater unconditional surrender than has ever been recorded in military history.

The German officers, dressed in civilian clothes, sports jackets over grey flannel trousers, were acting for General Vietinghoff-Scheel, who had recently succeeded Kesselring, and for the S.S. General Karl Wolff. The ceremony lasted just over a quarter of an hour, during which Lieut.-General W. D. Morgan, representing Field-Marshal Sir Harold Alexander, read over the terms involving the surrender of all forces, cessation of hostilities to take place at noon on May 2, with the disarmament of all land, sea and air forces, and an obligation to carry out all further orders issued by the Supreme Commander.

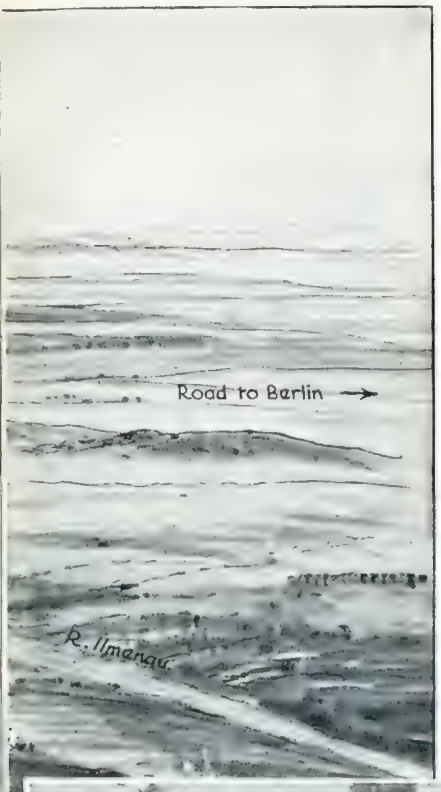
The palace in which the scene took place had been built in 1752 during the reign of the Spanish Bourbon prince Charles III, who, after the war of the Spanish Succession, had driven out the Austrians. He was welcomed by the Neapolitans, who forgave his Spanish descent, in remembrance of his Italian mother, Elizabeth Farnese. During his reign of twenty-five years he did much good work for Naples and Sicily, both in his efforts to suppress brigandage and to curtail the powers of the nobility and the Church. He changed the untidy city of Naples into a fine capital city, resembling London and Paris, and only marred by the crowds of *lazzaroni*, the importunate beggars who swarmed everywhere. Charles III employed the great architect Luigi Vanvitelli to construct the palace at Caserta, which remains a monument to his skill in design and elegance of treatment.

Built of stone from quarries near Capua, it stands untouched by the ravages of war—a great rectangular building in the Italian style. Through the fine central portico one looks right through the palace to the gardens at the further end, gaining a glimpse of the marvellous cascade of water, pouring down steps among innumerable statues.

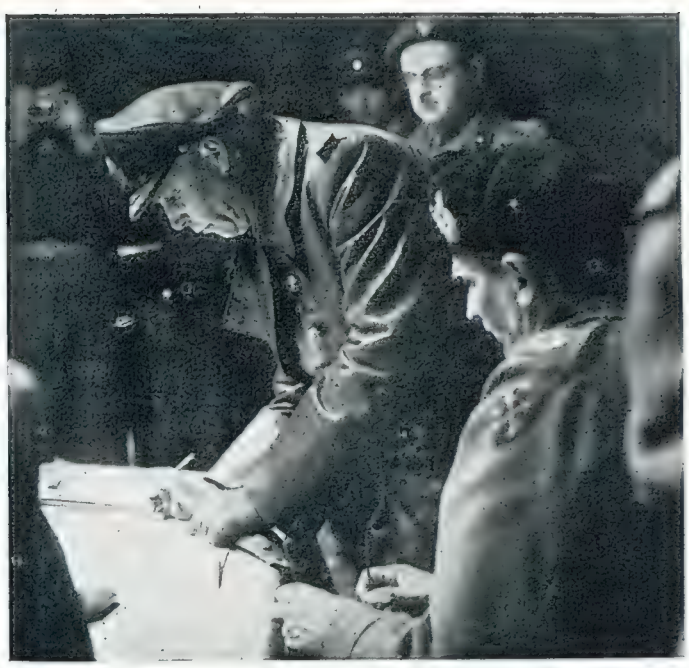
THE ACTUAL SIGNATURE OF THE ITALIAN CAPITULATION IN THE CASERTA PALACE: The two German emissaries affixing their signatures to the Instrument of Surrender on Sunday afternoon, April 29

A grand staircase in the centre of the palace leads to a great vestibule ornamented with rich marbles and columns. The palace has long been uninhabited, but both it and the gardens have been carefully maintained. A fine view is obtained from the grand terrace overlooking the grounds and the remains of the one-time feudal forest of the former princes of Caserta.

The two men seen in the above picture were the representatives of Obergruppenführer Karl Wolff, Supreme Commander of the S.S., and German General Plenipotentiary of the Wehrmacht in Italy, and of General von Vietinghoff-Scheel. Much comment has been caused in Britain by the informal nature of their attire on this historic occasion



GENERAL KIENZL SIGNS AT LUNEBURG HEATH, with Field-Marshal Montgomery looking on. Kienzl was Chief of Staff to Field-Marshal Busch, Commander of the Northern German Army

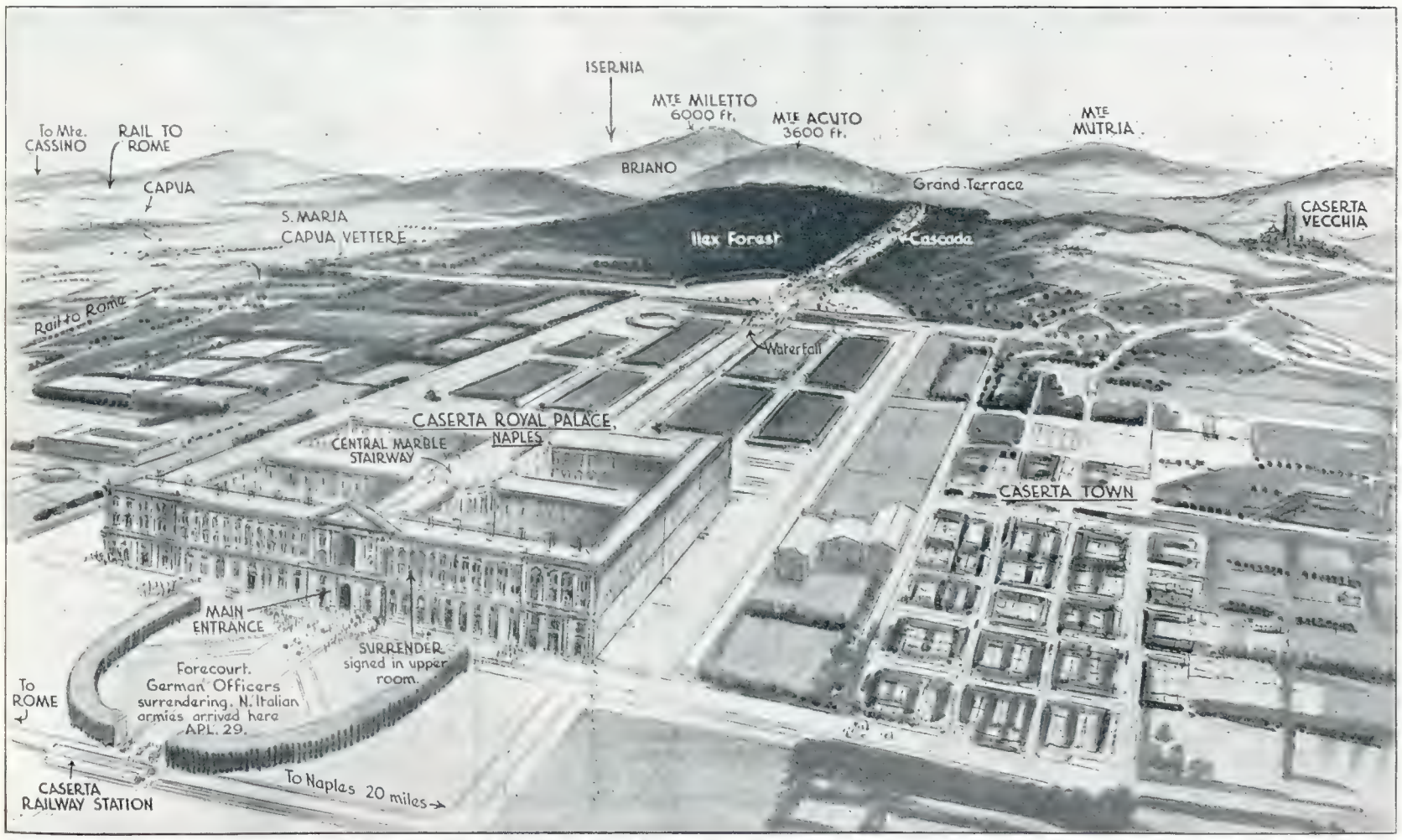


GENERAL-ADMIRAL VON FRIEDEBURG SIGNS: He was the head of the capitulation party of four and emissary of Grand Admiral Doenitz. Friedeburg is not only Commander-in-Chief of the German Navy, but also a General of the Army

THE GERMAN PEACE ENVOYS ARRIVE AT MONTGOMERY'S HEADQUARTERS. From left to right are: Major Freidel, Rear-Admiral Wagner, General-Admiral von Friedeburg, General Kienzl and Colonel Poleck. They signed on May 4

THE CONFERENCE ON LUNEBURG HEATH: The four German delegates have a private discussion among the trees after receiving Montgomery's terms

A GROUP OF GERMAN OFFICERS arrive at the Chamber of Commerce at Luneburg to discuss final surrender plans with senior staff officers of the Second Army



WHERE THE SURRENDER OF THE GERMAN ARMIES IN ITALY WAS MADE, IN THE ROYAL PALACE AT CASERTA, NEAR NAPLES: The German emissaries from the Northern territory arrived in the great forecourt of the Italianate building, and were taken to a small room on the second floor. Here the representatives of all branches of the armed forces of Britain and America awaited them and here the documents were signed—*Drawing by Percy Home* (See notes at left)

THE SUPREME MOMENT FOR WHICH THE ALLIES HAVE WAITED FOR NEARLY SIX YEARS: THE SCENE IN THE ECOLE PROFESSIONELLE IN RHEIMS AS THE GERMANS PREPARED TO SIGN THE FINAL SURRENDER

Seated on the left are the three Germans—General-Admiral Hans Georg von Friedeburg, C.-in-C. of the German Navy; Colonel-General Gustav Jodl, Chief of Staff of the Wehrmacht; and Major Wilhelm Oxenius, A.D.C. Facing them on the other side of the table are the Allied representatives—Lieut.-General Sir Frederick Morgan, U.K.; Major-General Sevez, French Army; Admiral Burroughs, U.K.; Lieut.-General Bedell Smith, Chief of Staff to General Eisenhower; Major-General Susloparov, Russian representative (with an interpreter seated on his right); General Carl Spaatz, of the U.S. Air Force; and Air Marshal Sir J. M. Robb.

The time was 2.41 a.m. on Monday, May 7

THE FINAL ACTS OF SURRENDER

The German Surrender is Signed at Rheims at 2.41 a.m. on Monday, May 7

The U-boats Come In; and the Channel Islands are Finally Liberated

COLONEL-GENERAL GUSTAV JODL SIGNS THE SURRENDER INSTRUMENT AT RHEIMS: On his left is General-Admiral von Friedeburg

AFTER THE SURRENDER, General Jodl suddenly rose and made a dramatic plea for "generosity." His appeal was received in silence

Below—**AFTER THE GERMANS HAD SIGNED AT RHEIMS. General Eisenhower with his Chiefs of Staff and with the Russian Generals who were present at the ceremony:** According to the customary military procedure, the Supreme Commander was not present at the actual surrender, but later the picture given below was taken in General Eisenhower's office. From left to right are—the Russian interpreter; General Susloparov; General Morgan; General Bedell Smith; a woman officer on the Supreme Commander's Staff; Air Chief-Marshal Tedder (Deputy Supreme Commander, who later flew to Berlin for the ratification by Field-Marshal Keitel of the Surrender); Admiral Burroughs; and General Carl Spaatz

THE LIBERATION OF THE CHANNEL ISLANDS: The scene ab... dog" during the first conference with Captain ... eut... (on right). Facing him are Admiral Stuart, ... the... Brigadier-General A. E. Snow the Chief Briti...

THE LAST ACT OF SURRENDER : Field-Marshal Wilhelm Keitel (with his Marshal's baton laid out on the table before him) signing the ratified Surrender Terms at the Russian Headquarters in Berlin

FIELD-MARSHAL KEITEL, Commander-in-Chief of the German Army ; COLONEL-GENERAL P. F. STUMPF, Chief of the Luftwaffe ; and GENERAL-ADMIRAL HANS GEORG FRIEDEBURG, Commander in Chief of the German Navy (on right at rear), after the trio had completed the signing of the ratified Unconditional Terms at the Russian Headquarters on May 9

On right and below—**The U-boats are ordered to surrender :** The first enemy U-boat to reach Britain under the terms of the German surrender put in, with British ensign flying, at Weymouth, after having been escorted through the Channel by British naval units. The U-boat was the U-249, which, with five officers and forty-three ratings, had surfaced 50 miles south-south-west of the Lizard, radioed her position and had been told to make for Weymouth Bay. She was commanded by Ober-Leutnant Kock. Two sloops escorted her into Weymouth, where she was seen to be flying the British ensign after her surrender to Commander N. J. Weir, of the Royal Navy

GERMANY'S U-BOATS COME INTO BRITISH PORTS : The first vessel, the U-249, in Weymouth Bay. Commander N. Weir, of the Royal Navy, with Ober-Leutnant Kock, the U-boat's captain, in the conning-tower of the surrendered vessel

THE BRITISH NAVY TAKES OVER FROM THE GERMANS : Note the Beaufighter painted on the conning-tower of the U-249, indicating that she claimed to have shot down a British aircraft over the sea

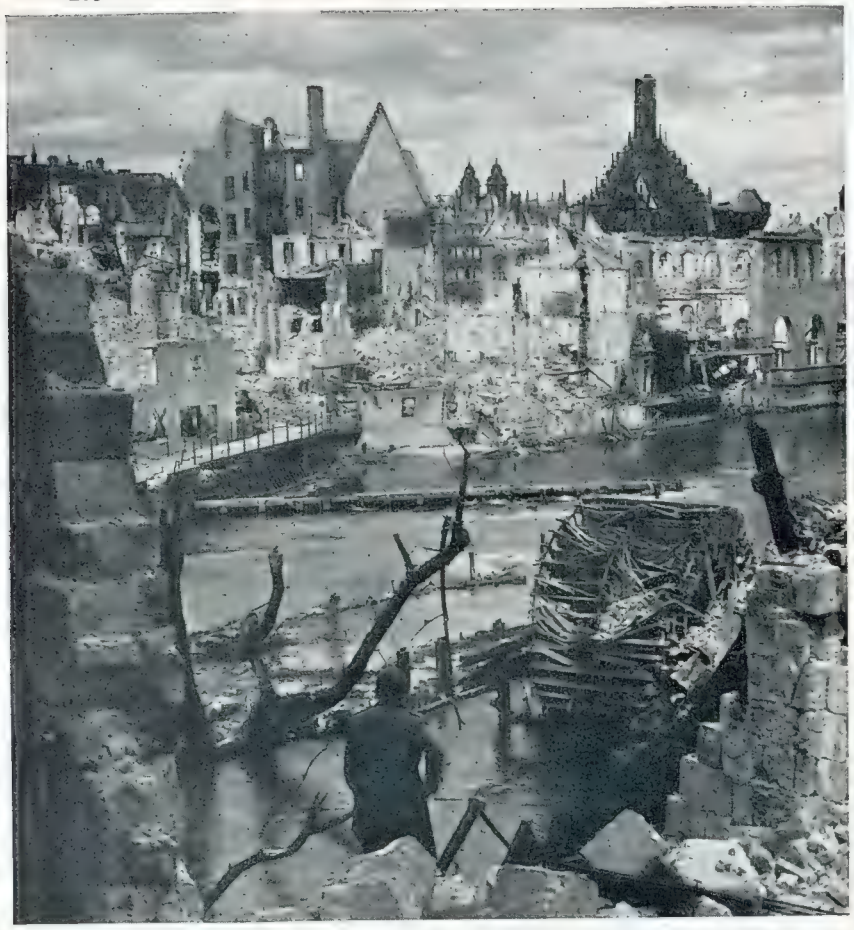
scee aboard H.M.S. "Bull-
tain- Lieutenant Zimmermann
, o the Royal Navy ; and
hief British Emissary

DURING THE FINAL SIGNING OF THE SURRENDER INSTRUMENT : Major-General Heine (in centre) and Captain-Lieutenant Zimmermann aboard H.M.S. "Bulldog." The Channel Islands were finally liberated at 7.14 a.m. on May 9, when Major-General Heine signed the Surrender Instrument. The signing took place four miles off Guernsey aboard the British destroyer *Bulldog*. A young German naval officer, Captain-Lieutenant Zimmerman, who was sent to represent the German C.-in-C. of the Islands, refused to surrender unconditionally and was ordered to return to his C.-in-C. Six hours later Major-General Heine came aboard and duly signed

LIEUT.-COLONEL E. D. STONEMAN, OF THE BRITISH TASK FORCE WHICH LANDED AT ST. PETER PORT, GUERNSEY : He is at the salute as the Union Jack is raised over Guernsey again, for the first time for nearly five years

A SWATHE OF DESTRUCTION THROUGH THE HEART OF THE ENEMY'S LAND

German Cities and Villages Laid in Ruins During the Last Weeks of Wehrmacht Resistance



THE GERMAN ATTACK ON COVENTRY EARLY IN THE WAR BROUGHT ABOUT MANY SCENES OF JUST RETRIBUTION IN THE REICH—LIKE THE ONE ABOVE, at the M.A.N. factory on the River Pegnitz, at Nuremberg, sacred city of the Nazi Party : At this city (whose town walls were erected between the years 1345 and 1452) there was an important unit of the Maschinenfabrik Augsburg-Nuremberg (M.A.N.). The complex of interlocking industries, whose main plant is at Augsburg, produced a variety of engine power—turbines, Diesel engines, steam engines and boilers—for powering submarines, Mark V tanks, motor vehicles and heavy trucks. The Nuremberg branch of M.A.N. lies between two railway centres—to the north is the main railway station, and to the south-east a large marshalling yard, both A1 priority targets. Adjoining M.A.N. to the north-east is a densely-populated residential area, and to the west and south an industrial section. In ten bombing operations, more than 22,009,800 pounds of high-explosives were dropped in and around Nuremberg. And in a manner which made Coventry look like a child's effort at destruction! This scene was duplicated at hundreds of points elsewhere throughout the Reich

AT ONE OF THE MANY POINTS OF gun and gunners are knocked out and many important towns lying in the path of course, great centres of war pro

TO-DAY IN THE HEART OF BERLIN : These are the first official pictures to be taken by the R.A.F. since its fall to the Russians ; they were taken by a low-flying Mosquito operated by the R.A.F. Film Production Unit, and provide striking evidence of the devastation in the heart of the German capital. The one above shows the famous Brandenburger Tor standing ruined amid the wild wreckage of the principal German Government buildings

NEAR THE CENTRE OF THE CITY : Not a been swept away. When the Russians appalling state : the Berliners were living the Red Army troops had to

RESISTANCE IN GERMANY: THE SCENE AT THE ENTRANCE TO A SMALL TOWN WHERE AN ATTEMPT HAD BEEN MADE TO HOLD UP THE ALLIED ADVANCE. Anti-tank the town is in flames as a result of artillery shell-fire. The swathe of destruction running through the heart of Germany is comparatively narrow, but it includes of the armies: in both town and village many desperate stands were made by the retreating Wehrmacht, and here the devastation has been severe. Elsewhere, duction had previously been laid waste as a result of the countless bombing attacks by the Allied Air Forces over a long period of months—*Drawing by Edward Osmond*

building remains intact; nor have the piles of debris yet entered, they found whole tracts of the capital in this underground and the streets were so deep in debris that make "mountaineering trips" to surmount them

THE WRECKAGE IN THE GERMAN CAPITAL—an area lying between Friedrichshain and Lichtenberg: This picture more than confirms the correctness of the interpretation experts of the Air Ministry. Not a house, not a room, is habitable within this great area. And this is true of so much of Berlin that it is a matter of speculation whether the city will ever return to its former importance

HAMBURG ON THE DAY OF ITS SURRENDER—MAY 3, 1945 : THIS PICTURE WAS TAKEN BY AN R.A.F. PHOTOGRAPHER THREE MINUTES AFTER SURRENDER TIME. The city appeared to be devastated and was apparently deserted : the dock and railway areas have been ruined by the many R.A.F. attacks, and in some cases the canal walls and warehouses have been collapsed into the water. It is probable that many years will elapse before Germany's great port and second largest city will be capable of again functioning adequately

IN A HAMBURG SQUARE : The piles of rubble caused by Allied bombing attacks still remain on the pavements, although a way has been cleared for vehicular traffic

A HUGE MOUND OF BRICKWORK IN THE DESERTED CITY, formed out of collapsed houses and left where they fell. Half of the buildings in Hamburg are stated to have been destroyed

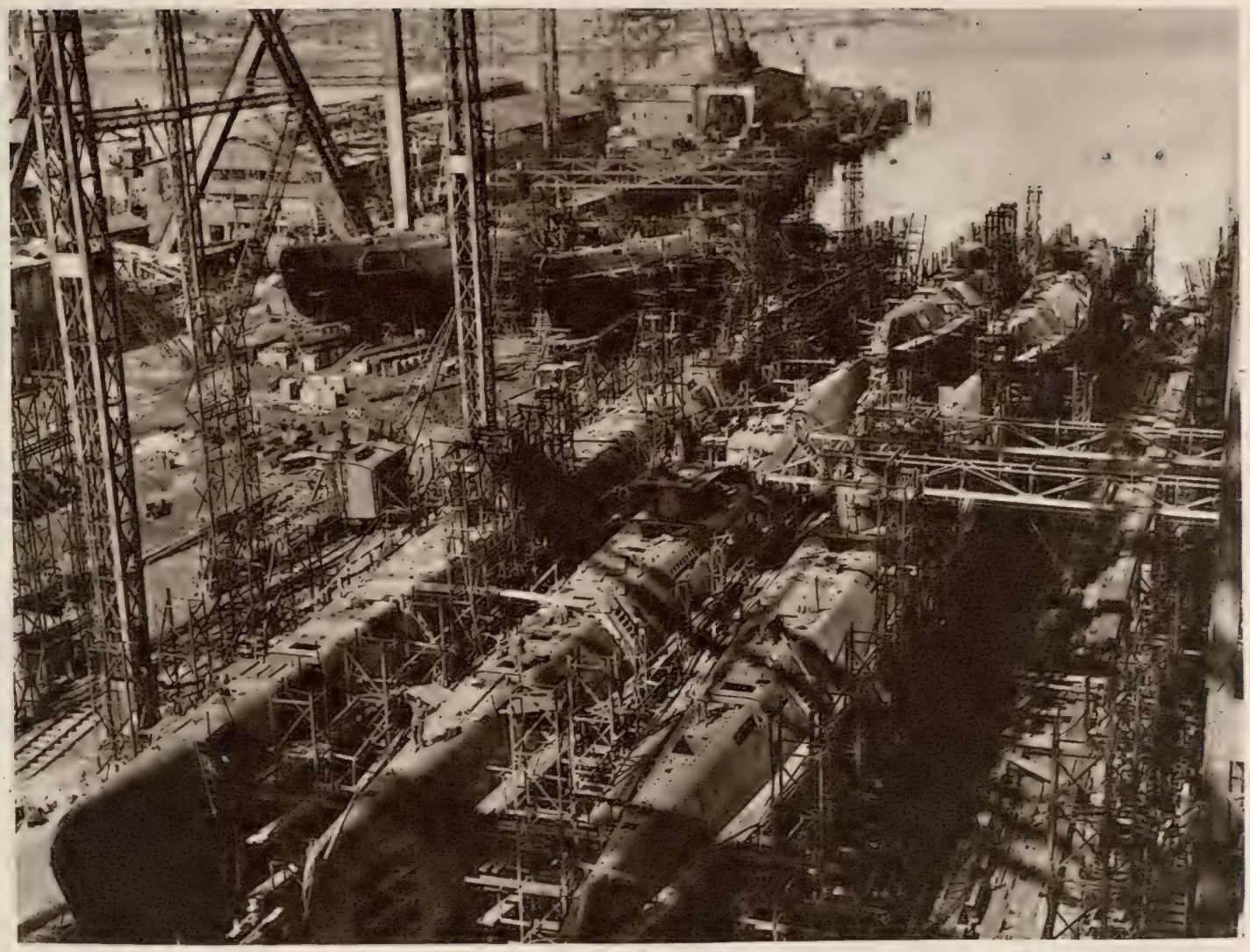
LESS THAN ONE-THIRD OF HAMBURG IS NOW HABITABLE : Burned-out tenements, razed blocks of buildings and the charred remains of houses, put it in a class with Munster and Cologne—which had been regarded hitherto as the worst examples of devastation in Germany. The city was surrendered to the British on May 3

The END of a CITY

The Great Port of Hamburg After Its Occupation

Views of the Terrific Devastation in the Second Largest City of Germany

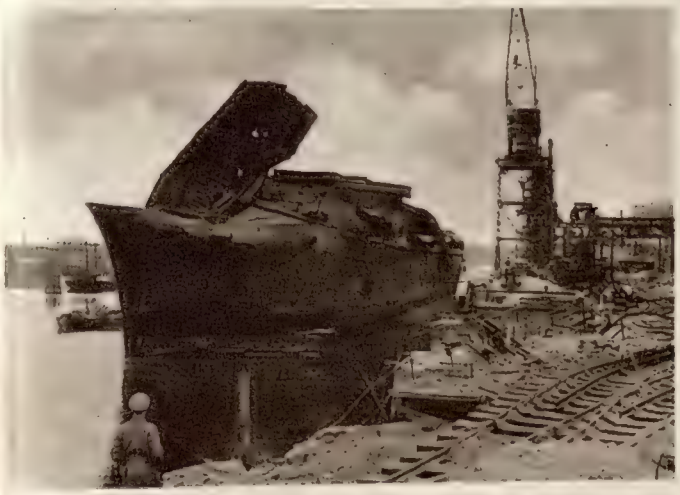
Berlin, largest city and capital of Germany, is in Russian hands; Hamburg, second largest city in the Reich, was surrendered to the British on May 3. These views are the first to be taken by British photographers within the city since the opening of the war: some of them were taken within two or three minutes of our entry. The city has been devastated; whole parts of it no longer exist, and the heaps of rubble still stand where they fell after the heavy and prolonged bombing attacks by the R.A.F. Hamburg was the home of the Blohm and Voss yards, where the U-boats were built: the present condition of these is indicated in some of the photographs reproduced here



AT THE GREAT BLOHM AND VOSS SHIPYARDS A NUMBER OF GERMAN U-BOATS WERE CAPTURED INTACT, together with many others in various stages of prefabrication: in this picture, three submarines are seen lying intact in their stocks; directly behind can be seen two more partly finished, while on the left of the picture another three wait at the water's edge for a launching which never took place. It is said that the amount of devastation in the port and city astounded the British Armoured Division which entered to take over control in Hamburg

INSIDE THE GREAT BLOHM AND VOSS SHIPYARDS: British soldiers walk past a submarine assembly line where prefabricated parts of U-boats were fitted together. These were undamaged by the bombing, but all around were ample evidences of the severity of Allied air attacks

HOW HAMBURG GUARDED ITSELF AGAINST THE ATTACKS OF THE R.A.F.: A massive flak tower, with four gun positions at each corner of its fortress-like roof. A number of such towers were found in and around Hamburg, often standing amid ruined dock and railway areas. After the decline of the Luftwaffe, and in face of the growing weight of the Allied air onslaught, this was the chief measure of defence which the Germans could put up. The flak towers were constructed of heavy concrete and were capable of putting up a strong anti-aircraft barrage



A DAMAGED SHIP AT ONE OF THE QUAYS: Under construction when it was hit, this ship was only one of many intended to replace Germany's naval losses. The docks at this point had been repeatedly hit by bombs

The LAST SCENES in GERMANY

The Surrender of Cities and Armies; and the Anglo-Russian "Link-up" Celebrations

THE GERMAN NINETEENTH ARMY SURRENDERS TO THE U.S. SEVENTH: A view inside the County Hall at Innsbruck during the capitulation. The German officers are nearest the camera, and the Americans are around the table, as Lieut.-Gen. Erich Brandenberger made his submission

GENERAL BRANDENBERGER (CENTRE) SIGNS OVER HIS 200,000 TROOPS IN AUSTRIA. On his left is Major Arnold E. K. Petermann, German Intelligence officer; on his right is Counsellor Lohrmann, from the German War Office: Surrounded by troops of the American Seventh Army, Lieut.-Gen. Erich Brandenberger surrendered his men unconditionally on May 5. The surrender, which took place in the County Hall at Innsbruck, roped in another 200,000 Germans

IN DENMARK—THE GERMANS EVACUATE COPENHAGEN: Officers passing the City Hall on their way out of the country after the flight of Admiral Doenitz to Flensburg and his subsequent capitulation

THE GERMAN FLEET SURRENDERS AT COPENHAGEN: A bow view of the 10,000-ton "Prinz Eugen" as she lay at her moorings in harbour. The German heavy cruisers *Hipper* and *Prinz Eugen*, and the light cruiser *Nuremberg* (of 6,000 tons), surrendered on May 7, together with 10,000 tons of merchant shipping. The submission was made to Vice-Admiral Reginald Holt after all the German sea, air and land power had been ceded to Britain, Russia and the United States

FIELD-MARSHAL MONTGOMERY MEETS THE RUSSIAN MARSHAL ROKOSSOVSKY, COMMANDER-IN-CHIEF OF THE BYELO-RUSSIAN ARMY GROUP: On May 7 the two Generals met at Wismar, where the original link-up between British and Russian Armies took place: they lunched together, and toasts were drunk to the Allied Armies, and to Mr. Churchill, Marshal Stalin and President Truman. Troops of the Sixth British Airborne Division formed the guard of honour for the two Marshals. In the picture on the left, Field-Marshal Montgomery is seen greeting the Russian commander: on the right, the two are seen conversing through their British interpreter

THE OCCUPATION OF BREMERHAVEN: While British and German officers discuss the occupation arrangements in the road, the Argyll pipers go swinging by

THE OCCUPATION OF CUXHAVEN: The German commandant rides into the docks on a British tank, while Army and Navy officers stand round in consultation

The British and Canadian Armies began to move into the newly-surrendered areas of Denmark, Germany and Holland on May 7. Bremerhaven, in North-West Germany, was occupied by units of the Fifty-First Highland Division and Eighth Armoured Brigade and tanks of the Fourth Dragoon Guards. They were led into the town by a German officer. At Cuxhaven, at the mouth of the Elbe, the Guards Armoured Division sent in advance elements, who were met en route by the German commandant. He rode back with them on a British tank, as seen in the picture on the right, to surrender the town

GERMAN PRISONERS ON THE MARCH THROUGH LUBECK, which was captured by the British Fifth Division: Here the situation was quite chaotic, and thousands of Germans were brought in from the surrounding districts to the P.O.W. cages.

THE GRAND FINALE IN GERMANY—a scene on the road west of the German capital: Russian tanks, French prisoners of war, liberated political prisoners of all nationalities, wagons, cycles, jeeps—all streaming through the Reich and flooding the roads as the Wehrmacht finally collapses. The tanks had come 2,000 miles from Stalingrad: the prisoners have been held for years and are now streaming out of the country back to their own homes throughout Europe

BRITISH AND RUSSIAN GENERALS MEET IN GERMANY: This picture was taken when General Sir Miles Dempsey, British Second Army Commander, met General Grishin, of the Red Army, at Mecklenburg Castle, in the German town of Ludwigslust, on May 7, 1945. General Ridgeway, of the American Army, was also present. The three are here seen—with General Ridgeway on the right

AMERICANS AND RUSSIANS DINE AT TORGAU—after the link-up on April 25: A view of the outdoor dinner given at Torgau on April 27 by the Corps Commander of the U.S. First Army to the Corps Commanders of the Ukrainian First Army to celebrate the great Russo-American link-up on German soil. In the background are pictures of Stalin and Roosevelt. Russian photographers and newsreel men are seen in action around the tables

THE "HOSTAGES" REGAIN THEIR FREEDOM

And the Nazi Leaders are Brought into Captivity

THE PROMINENT FRENCH STATESMEN AND SOLDIERS FREED AT ITTER CASTLE, IN THE TYROLEAN ALPS: From left to right in this picture are—M. Paul Reynaud, Prime Minister at the time of the Fall of France; General A. McAuliffe, Commander of the 103rd Infantry Division, who carried out the rescue; Madame Weygand; General Gamelin; M. Edouard Daladier; and General Weygand. They are seen on the steps of the château in the Austrian mountains just after their release

JEAN BOROTRA, who at one time was Physical Culture Minister in the Pétain Government and a world-famous tennis star, with **MICHAEL CLEMENCEAU,** son of the great French statesman. Both had been held at Itter Castle, with other French notabilities

GENERAL MAXIM WEYGAND, former Chief of Staff of the French Army, just after his release

COLONEL DE LA ROQUE, chief of the French Fascists, who had also been interned at Itter Castle

GENERAL GAMELIN, who led the French Army until his supersession by General Weygand in 1940

THE POLISH COMMANDER-IN-CHIEF IS ALSO FREE: General Komorowski-Bor, who led the Polish rising against the Nazis in Warsaw, is seen in the centre of this group at Itter. On the left is his Chief of Staff, General Pelczynski, with the American soldier's rifle in his hands

Overcoming the opposition from the German guards at Itter Castle, in the Tyrolean Alps, American soldiers of the Seventh Army rescued a number of famous French statesmen who had been held hostages for over two years. Among those freed were the ex-Prime Ministers Paul Reynaud and Edouard Daladier; General Maxim Weygand, former C.-in-C. of the French Army; and General Maurice Gamelin, former Chief of Staff. Madame Weygand was liberated at the same time. The rescuers were led by Major-General Anthony McAuliffe, who held the garrison at Bastogne during the big German break-through attempt

CAPTAIN THE MASTER OF ELPHINSTONE, nephew of the Queen (on right), studies a map with LORD LASCELLES

Fighting their way into the Tyrolean Alps during the last phases of the operations on the Western Front, men of the 103rd Infantry Division of the Seventh Army liberated Lord Lascelles, son of the Princess Royal and nephew of the King, and Captain the Master of Elphinstone, the Queen's nephew. Both had been taken prisoner earlier in the campaign in Holland, and both had been placed in a prison camp in the mountains—it was thought, to be kept as hostages by Hitler and the Nazis. Lord Lascelles, at the time of his release, was wearing the only shirt left to him—a civilian one with stripes. Shortly afterwards, both were flown back to London and stayed with the King and Queen at Buckingham Palace

From left to right—LIEUT. F. M. DE HAMEL, cousin of Mr. Churchill; LORD LASCELLES, nephew of the King; CAPTAIN THE MASTER OF ELPHINSTONE, nephew of the Queen; WERNER BUCHMULLER, Attaché of the Swiss Red Cross; and LIEUT. M. G. ALEXANDER, cousin of the Field-Marshal. A picture taken in the Alps just after their release by the Seventh Army

THE INFAMOUS SEYSS-INQUART IS CAPTURED IN HAMBURG: With his party of officer-attendants, the notorious Austrian traitor is held under a British guard before being sent to Canadian Army Headquarters. He is the man who betrayed Dr. Schussnig and handed his country over to Hitler and the Nazis

AFTER THEIR CAPTURE, SEYSS-INQUART AND HIS ACCOMPANYING OFFICERS ARE MADE TO FACE THE WALL before being removed to Headquarters: Arthur Seyss-Inquart was the Reichskommissar of the Netherlands during the German occupation: previously he had been Governor of Austria after its occupation by the Nazis and after his betrayal of Dr. Schussnig. He was captured in the port of Hamburg by the Royal Welch Fusiliers, having fled from Holland after the final conference on food convoys between the Germans and British. Apparently, he did not have the courage to commit suicide, like so many other Nazis are reported to have done

FIELD-MARSHAL VON RUNDSTEDT, WITH HIS SON AND DOCTOR, TAKEN PRISONER IN BAVARIA: One of the prize captures of the war is the former Supreme Commander on the Western Front and the most notorious of the Junker Generals. It was he who organised and directed the German break-through in Belgium earlier this year. He is here seen as he left his Bavarian retreat, where he was found by the U.S. Seventh Army. In the centre is his son, Lieut. Hans G. von Rundstedt; on the right is his medical attendant, who is in constant attendance on the ailing Field-Marshal

ONE OF THE BIGGEST CAPTURES OF ALL: Field-Marshal von Kleist, German Group Commander who is credited with the cracking of the Maginot Line. He has just left his home following his capture by infantrymen of the Twenty-Sixth Division of the Third U.S. Army during a "spot check" of houses in the town of Mittenfels. The Field-Marshal, who also headed the 1939 Polish campaign, was captured with his wife and son, and with Brigadier-General Russwurm, the Inspector-General of all German Army signal troops

THE CAPTURE OF VON SPERRLE: The ruthless German Field-Marshal who directed the blitz on London in 1940-41 was taken on May 2 by the U.S. Seventh Army. It was Sperrle who first tried out the murderous German air tactics by destroying Guernica during the Spanish Civil War

THE CAPTURE OF THE HUNGARIAN REGENT Admiral Horthy, pro-German ruler of Hungary up to the time of the Russian invasion. He then went to Germany and was held by S.S. troops, until they abandoned him before the advance of the U.S. Seventh Army

THE WAR AGAINST JAPAN

And Some of the Allied Ships and Aircraft which are Taking Part in It

THE NEWEST OF THE AMERICAN AIRCRAFT IN ACTION OVER OKINAWA: THE PRIVATEER, powerful search and bombing plane and a sea-going sister of the famous Liberator. It can stay aloft for over twenty hours when on patrol—*Drawing by Roland Davies*

On left—Because it is capable of operating over a distance of 3,000 miles and of staying aloft for over twenty hours, the Privateer will be able to cover every part of the Japanese Empire and the waters used by Japanese ships. It has twelve machine-guns, and is thus one of the most heavily-armed aircraft now flying. It is a four-engined plane and has a speed of over 250 miles an hour

ONE OF A NEW TYPE OF AMERICAN DESTROYER SHELLING JAPANESE SHORE POSITIONS IN THE PACIFIC WAR ZONE: This is the "Nicholas," of the Fletcher class of 117 destroyers, all of which are of 2,500 tons—*Drawing by Wm. McDowell*

On right—The Fletcher class of U.S. destroyers consists of 117 vessels of 2,500 tons displacement—larger than any British type. They are armed with five 5-in. guns and eight anti-aircraft guns, and they have ten torpedo-tubes. Their speed is believed to be 38 knots, and each vessel has cost 11,000,000 dollars. Their combination of armament, speed and big radius of action make them formidable fighting units of the American Pacific Fleet. In reality, they are as powerful as cruisers of the last war. Certain units of the class are reported to be equipped with a seaplane and catapult in place of the "Q" turret and after group of torpedo-tubes. If this is true, they are the first destroyers in the world to be thus equipped. The building of the Fletcher class has been carried out at shipyards on both sides of the United States. Many have been in action in the Pacific, and some have already become war casualties

On left—**THE BRITISH SUBMARINE "STORM," which sank nine enemy ships in one day in the Far East:** This vessel has returned to the United Kingdom after an eventful and highly-successful commission in the Far East. Among her most daring exploits was the raiding of the Japanese-held harbour of Port Owen. She has sunk twenty Japanese supply vessels—nineteen of them by gunfire—one destroyer and four patrol or escort vessels. On one operation alone, she sank eleven supply ships, nine of them in one day. *Storm* is a vessel of the Sealion class: these have a displacement of from 670 to 960 tons and carry a complement of forty. They cost nearly £250,000 each to build

THE "KING GEORGE V" JOINS THE FLEET IN THE PACIFIC: A PICTURE TAKEN AS THE GREAT BRITISH BATTLESHIP LEFT AN AMERICAN BASE IN THE WESTERN PACIFIC TO JOIN IN THE NAVAL ATTACKS AGAINST THE JAPANESE. She is the flagship of Vice-Admiral Sir Bernard Rawlings, Commander of the British Task Force which participated in the onslaught on the Jap strongholds near Okinawa in March 1945. This great 35,000-ton battleship was laid down in January 1937 and completed in the year 1940. She is armed with 14-in. guns of a new type. Already she has seen service in many parts of the world, and in May 1941 she helped to sink the German battleship *Bismarck*. Now she is serving as flagship with the Pacific Fleet in the Japanese war

THE AIRCRAFT-CARRIER "INDOMITABLE" PUTS IN TO THE ROSYTH DOCKYARD FOR A REFIT before again taking her place in the line of battle: Many famous warships of the Royal Navy carry out their refits at the Rosyth Dockyard. *Indomitable*, 23,000-ton aircraft-carrier with a long record of service during the present war, is here entering the basin, through the lock, on her way to No. 2 Dry Dock: Avenger planes are lined up on her deck. *Indomitable* was completed in 1941: she has a speed of 32 knots and is armed with sixteen 4·5-in. dual-purpose guns

ONE OF THE WORLD'S HEAVIEST AND SPEEDIEST AIRCRAFT-CARRIERS—THE U.S.S. "CORAL SEA," nears completion at the New York Navy Yard at Brooklyn: Sister-ship of the *Midway*, this huge vessel was launched on Sunday, April 29. She has a displacement of 45,000 tons, and is thus one of the two biggest aircraft-carriers in the world. She was launched some six weeks after her sister-ship, which was constructed at the Newport News Shipbuilding and Dry-Dock Yard, in Virginia. Thus the two most formidable aircraft-carriers in the world are now afloat and will soon be ready for action against Japan, each with a load of more than eighty aircraft on board: the latter may be twin-engined and therefore able to carry a greater bomb-load than the usual carrier-based aircraft

On right—**A PLANE'S BOMB EXPLODES ON HER CARRIER'S DECK:** This picture was taken in the Pacific on January 21, but was not released by the Navy Department in Washington until April 27. It shows the flames and smoke rising from the wreckage of a naval Avenger aircraft after a loose bomb in its bay had exploded when the craft landed on the flight-deck of the aircraft-carrier *Hancock*. An unrevealed number of the crew were killed and wounded, but the carrier continued on its assignment

THE LATEST BRITISH TANK—THE COMET: with the 11th Armoured Division approaching the Hamburg-Lubeck autobahn. This is Britain's fastest and most heavily-armoured cruiser tank. A descendant of the Cromwell, which proved itself in France and Belgium, it is powered by a Rolls-Royce Meteor engine. It is as reliable as the Cromwell and carries heavier armour and a very hard-hitting 77-mm. gun equipped with a new gun-laying device which makes it the most accurate tank we possess. Release of information regarding this tank had to be withheld for some time, but now that the enemy is incapable of capturing this or any other tank, it can be said that, from the Rhine to the Elbe, and beyond, the Comet has played a major part in the disintegration of the Third Reich

AMERICA CELEBRATES VE-DAY: Crowds surging into Times Square, New York, as soon as reports of Germany's surrender were made known. The celebrating mass of New Yorkers was showered from above with paper and long streamers from the tape-machines, littering the roadway ankle-deep

VICTORY SCENE IN PARIS, at the Arc de Triomphe: The dense crowds which turned out after the sounding of sirens and salvos of artillery heralded victory. General de Gaulle made a short broadcast and the general atmosphere was comparable to that of the liberation of the capital last August

LIBERATION FOR NORWAY: the crowds in Oslo. A radio picture of cheering Norwegians celebrating in Oslo despite the fact that, at the time, German troops were still in occupation. Signal for further rejoicing was the arrival of the first British troops by air

The World of Books—By Vernon Fane

The STORY of the MAQUIS

A Record of the French Resistance Movement, and Other Newly Published Books

CAPTAIN GEORGE REID MILLAR, D.S.O., M.C., the Rifle Brigade, is the author of MAQUIS (Heineman. 10s. 6d.). He had already fought with the Eighth Army in North Africa, where he won his M.C., and was taken prisoner. The story of his escape from a German prison camp does not appear in this book, which opens on the day when he finds himself in "a dusty, empty, high and unhandsome room" somewhere in London, reporting to a Major wearing "Crosse and Blackwell" badges, but with a face like a polished mask "that might have been made originally at the Royal Military College."

Captain Millar was volunteering for the hazardous job of being parachuted into France—one of a number of British officers sent to organise French Resistance, to harass the German lines of communication, and to act upon a strategic plan culminating in D-Day. This record reveals (I think for the first time) that the activities of those brave men who came to be known as Maquisards were, in fact, organised from London and by the British Army.

The story moves swiftly and dramatically from the moment he is parachuted into that part of France which tourists used to remember as the *Côte d'Argent*. He and his queerly-assorted companions operated chiefly in the delightful valley of the Ognon; and it was to him and his little band that fell the honour of taking Besançon, and finally handing it over to the advancing American Army.

The parallel of Lawrence of Arabia leaps to the mind. Indeed, in some of the train-wrecking episodes in *Maquis* we are reminded of *The Seven Pillars of Wisdom*. The praise is not too high. We can salute Captain Millar as a gallant soldier and a great writer.

Sir Reginald Coupland's excellent biography of that great English figure, Wilberforce, was first published twenty-two years ago, so that it is in no sense a new book, but its reissue at this moment makes it as well worth comment as it has been worth republication.

WILBERFORCE (Collins. 12s. 6d.) is in many ways the model of what a biography should be. The great emancipator is seen first of all through his actions, his words and his own writings—not through thoughts or feelings imputed to him by his biographer, however perceptive. This in itself gives the book a clarity and a kind of finality which is really impressive. Thus Wilberforce wrote in his diary; thus he spoke (*cf. Hansard*) in the House of Commons, and thus his close friend the younger Pitt wrote to him over one of the great decisions that Wilberforce had to make in the course of his career.

The two men were at Cambridge together, or, rather, at the same time, for while there they had only a slight acquaintance, and it was not until 1780, in London and in politics, that their great friendship really began. The next five years was a period into which both Pitt and Wilberforce compressed the whole of their youth; Pitt before becoming Prime Minister at twenty-four; Wilberforce before going through a profound and psychological conversion.

A few years later, Wilberforce was saying that "the first years that I was in Parliament I did nothing... My own distinction was my darling object." By that time, in contrast, he could write in his journal that "God Almighty has set before me two great objects, the suppression of the Slave Trade and the reformation of manners." The order is significant, for it was chiefly to the abolition of slavery that Wilberforce was to devote the rest of his long life and not until 1834, one year after his death, that 800,000 slaves became free. "It was more than a great event in African or in British history. It was one of the greatest events in the history of mankind."

Biography in a different *genre* is contained in Mr. Peter Quennell's FOUR PORTRAITS (Collins. 12s. 6d.), and from its pages comes an echo of that mocking whinny which distinguished the founder of the school more than a decade ago. When Lytton Strachey set out mercilessly and acidulously to discomfit the hagiographers of the last century, he still had the background of a Victorian hang-over to work upon. At each shrewd turn of the knife the accompanying giggle was drowned by the contemporary shock.

In *Four Portraits*, Mr. Quennell proffers what the blurb calls the study of an age. It is an age which has been labelled, for literary purposes, Augustan. Unearthed on an early page is the crack about Dr. Johnson's "inflated Rotundity and tumified Latinity of Diction." A certain majestic imperturbability surrounds these Augustans, and the modern portraitist must be sure of his technique if he is to find a new way through the accumulated prestige of nearly 200 years.

"... the group of Englishmen whose activities we are observing in the year 1763, each possessed a facial mask modelled on his temperament, shaped by his ruling passion and by the varying experiences through which that passion led him. Across the gulf of almost 200 years they continue to command our scrutiny—Sterne's cadaverous simper, Wilkes' crooked grin, half-friendly, half-fiendish, Gibbon's plump impassivity, the sharp nose, pawky smile and restlessly good-humoured features of a self-despising yet self-delighted Boswell." Cadaverous Sterne had to be, for he was a consumptive (though he lived to be fifty-five), but is the simper the *mot juste* for the man who gave the word "sentimental" to the language? Assuredly it is. How else could Wilkes grin with his asymmetrical face? The button nose and silly little mouth of Gibbon reveal little but impassivity, while Boswell is just a good-humoured, pawky Scot.

Mr. Quennell is sure enough of his technique to make this kind of thing good entertainment.

Mr. L. A. G. Strong has a good second string as a novelist, in that he is the contriver of ingenious detective stories. His new example of the craft is OTHELLO'S OCCUPATION (Crime Club. 8s. 6d.), in which the setting for a particularly well-deserved murder is a dramatic training academy in London during a matinee in which second and third-year students are intended to display their virtuosity to a not unappreciative audience of relations. At the end of the third and last playlet the principal, a formidable lady with thick, dyed hair and several chains of amber, is to make a royal entrance.

For the first time in her life she misses the cue, that cue and all subsequent ones, for she is lying on the floor of a near-by dressing-room with her neck broken. Or strangled? Or stabbed with a gilt dagger? Or dead from heart failure?

The New London Stage Productions

Reviewed by PHILIP PAGE

LETTERS TO A LADY (Embassy).—"Pen pals" have been put on the stage for, I think, the first time in this play. The scene is a flat in London during the war and there was a big blitz bang as part of the plot. (That got a laugh the night I was there.) However, it is not a war-play to any vast extent, except for uniforms in plenty. A glamorous young girl is the owner of the flat, and the private soldier to whom she has written the letters—they had never met before—comes to stay with her. Her mother is there as chaperone, for everything is highly respectable. The solution is tragic, since the poor young soldier goes back to the front and gets killed, the girl falling into the arms of a middle-aged naval officer, who has always adored her, and especially her whisky.

For all that, the comedy element is to the fore. The piece is human, deftly written and has good entertainment value. The best performance I thought that of Mr. Donald Strachan as the officer, partly because it was the most audible. Miss Helen Shingler is a young actress of charm and promise, who should shed her monotonous smile. The long conversation whispered between her and her mother was doubtless a realistic touch. But when they are put in a play the audience should be permitted to share them.

Grand Guignol (Granville, Walham Green).—The merry month of May (and of Victory) is hardly the time for the grimness of *Grand Guignol*. It was wise not to let grimness be too prominent in this season, which should have a big success, for the plays are well produced and beautifully acted by a West End company. There are touches of humour in plenty. Not for one moment was I bored. First place I would give to Mr. St. John Ervine's *Progress*, in which a scientist who has invented a new and deadlier-than-ever bomb is murdered by a woman whose son had been a war casualty. *E. and D.E.* is a modern version of the opera *Gianni Schicchi*. It was interesting, but I missed Puccini's music.

Miss Ellen Pollock, looking exactly like Queen Elizabeth, held the face of her husband's girl-friend in a roaring fire with tragic zest. A pity, for Miss Anne Firth has such a pretty face.

In the Great Blitz, rescue, help and guidance came through many channels, but their direction was centrally controlled by the Incident Officer.

Only a unified service such as CABLE AND WIRELESS LIMITED could have withstood the shock of 5½ years' war. The guiding hand over a world-wide network of cable and wireless circuits has never faltered in spite of enemy action. Co-ordination has also made possible a progressive reduction in telegraphic rates. For instance the cost per word between London and Salisbury, S. Rhodesia, in 1928 was 1s. 10d. To-day it is 1s. 3d.

CABLE & WIRELESS LTD

Always mark your cable 'VIA IMPERIAL'

Ensign

EPSILON SHUTTER

The Epsilon Shutter is a proven High Speed Inter-Lens Shutter developed and perfected by Ensign and will be fitted to Ensign Cameras when the Government's requirements have been satisfied.

British made by British craftsmen whose technical skill has outrivalled Germany in the design and manufacture of cameras and optical instruments for all branches of the Services.

Thus a new, highly-skilled industry becomes established in Britain within the Ensign organisation.

8.25

EVERY MORNING for nearly 40 years Mr. Black has left his suburban home to catch the 8.25 to town. Sometimes it was a bit late—fog and all that. But ask Mr. Black if the 8.25 ever failed to arrive; or gave up half way on account of 'engine trouble.' "My dear fellow," he'll say, "engine trouble! The 8.25 !!!"

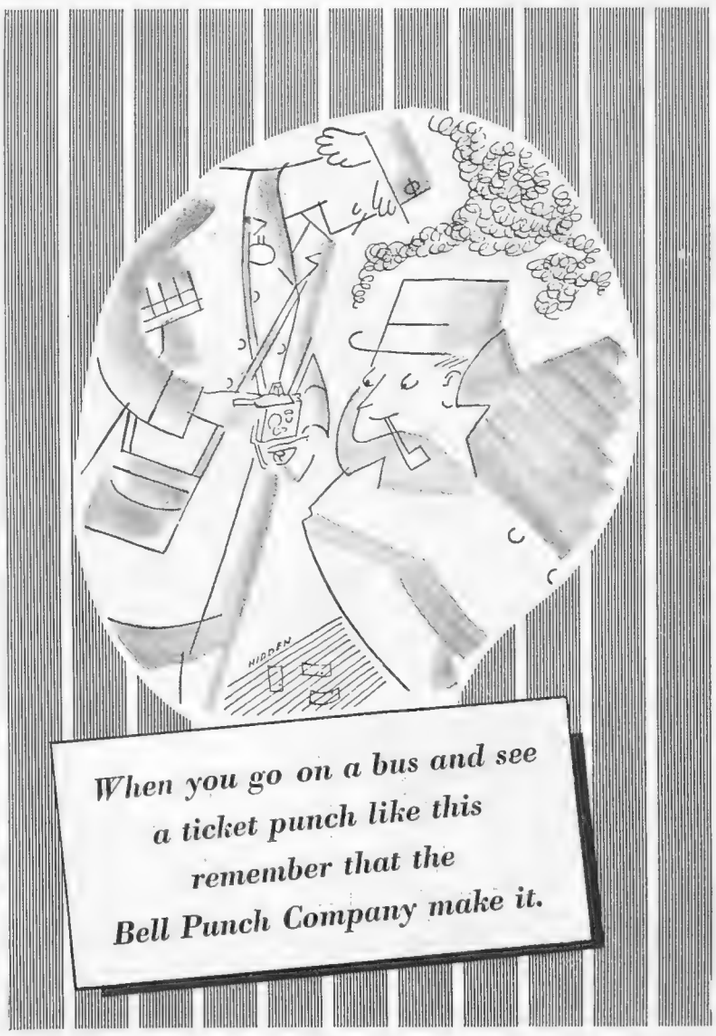
Very soon Mr. Black is going to catch the 8.25 plane to Moscow, or maybe Montreal, with just the same sure confidence. Ground Service will play a big part in building confidence in air travel. Ground Service is our business

FIELD AIRCRAFT SERVICE

A Company of the Hunting Group

FIELD CONSOLIDATED AIRCRAFT SERVICES LIMITED
LONDON OFFICE: BYRON HOUSE, ST. JAMES'S STREET, S.W.1

C.R.C.6



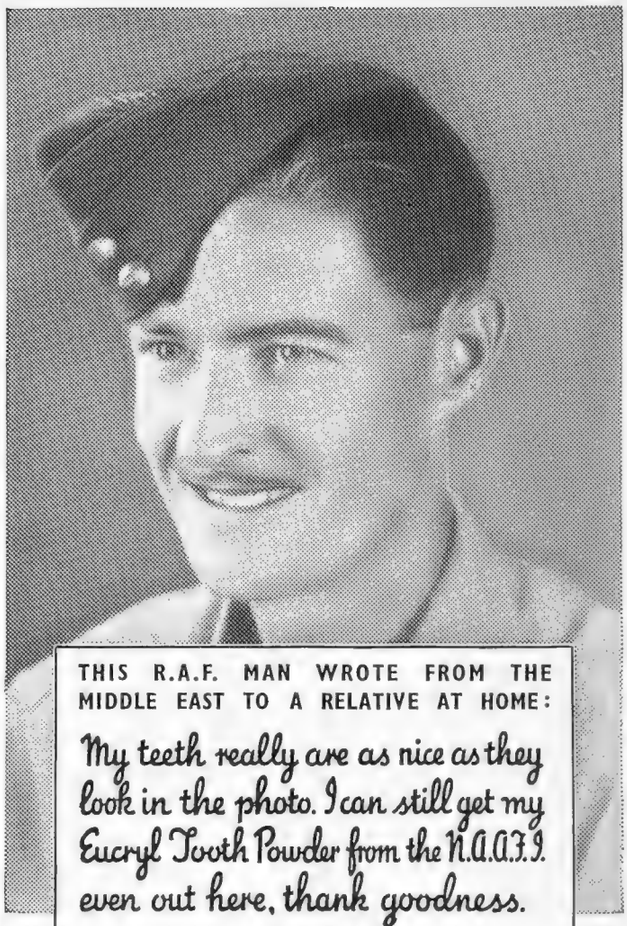
BELL PUNCH COMPANIES, 39 St. James's St., S.W.1. Parent Company: Control Systems Ltd

HOOPER

Every Hooper-built body represents more than a century's experience of high-quality coachbuilding. After the war—whether your requirement be a limousine, a saloon, a coupé, or a sedanca—Hooper are the people to build it. In the meantime we can offer a fine selection of pre-war Rolls-Royce, Daimler and Bentley cars for immediate delivery.

HOOPER & CO. (COACHBUILDERS) LTD., 54 ST. JAMES STREET, S.W.1

DIEU ET MON DROIT
BY APPOINTMENT

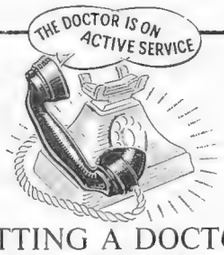


THIS R.A.F. MAN WROTE FROM THE MIDDLE EAST TO A RELATIVE AT HOME:

My teeth really are as nice as they look in the photo. I can still get my Eucryl Tooth Powder from the N.A.A.F.I. even out here, thank goodness.

EUCRYL TOOTH POWDER

SOLD IN TINS 9d. AND 1/3



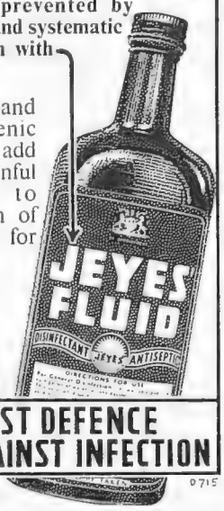
GETTING A DOCTOR to call immediately is a remote chance now, except in urgent cases.

Four out of every five of Britain's 70,000 registered practitioners are in the Services.

It is the plain and sensible duty of everyone to do everything possible to avoid the need for a doctor

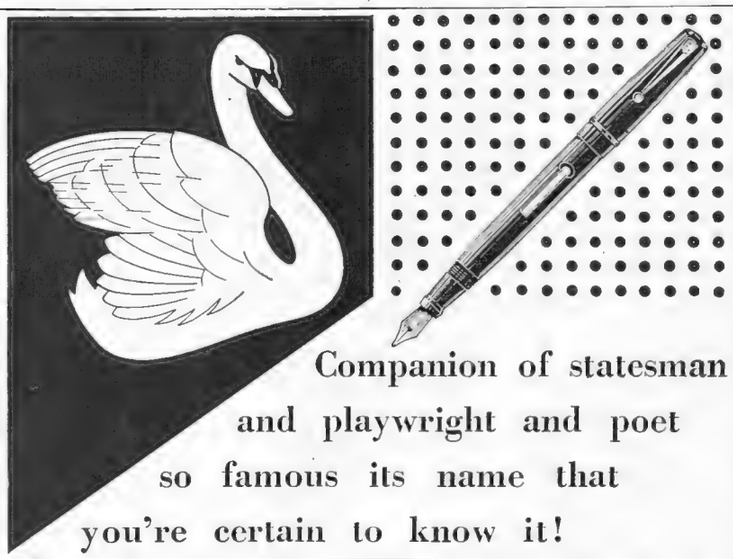
About 300,000 cases of infectious disease place a heavy strain on doctors and hospitals every year. Many of these could be prevented by thorough and systematic disinfection with

To kill germs and create hygienic conditions, add a tablespoonful of Jeyes' to every gallon of water used for cleaning



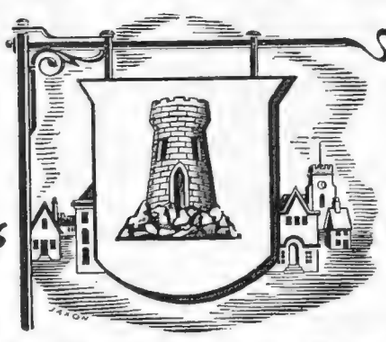
YOUR BEST DEFENCE AGAINST INFECTION

JEYES' SANITARY COMPOUNDS CO. LTD 9715



Companion of statesman and playwright and poet so famous its name that you're certain to know it!

sign of the times



RED TOWER LAGER

Note these Facts

HEADACHE has one thing in common with Rheumatism, Neuritis, Toothache, Sleeplessness, Colds and 'Flu:

like them, it can be relieved safely and speedily by two tablets of 'Genasprin'.

There are various sorts of *Headache*. There is the nervy, nagging pain that worry brings on. There is the sharp, insistent misery of neuralgia. There is the over-tired reminder, at the end of a wearing day, that long hours and exacting work must be offset by proper relaxation if your health is not to suffer.

Whatever your type of Headache, two tablets of 'Genasprin' taken in a little water will work wonders with the *pain*. The *cause* of the pain is another matter and may call for a doctor's advice.

'Genasprin' is the *safe* brand of aspirin that will not harm heart or digestion. And fortunately 'Genasprin' is one of the things for which it is no longer necessary to accept a substitute: you can get it from any chemist at 1/5d. and 2/3d.

At any time of strain or pain

'GENASPRIN'

sees you through!

The word 'Genasprin' is the registered trade mark of Genatosan Ltd., Loughborough.

A winter in Holland, now I'm in the heat of India—what a change! Am I glad of my 'Viyella' Service Shirts—they really are cool when it's hot and warm when it's not

'Viyella' Service Shirts supplied in regulation khaki, Air Force blue and white, to members of the Allied Forces only.

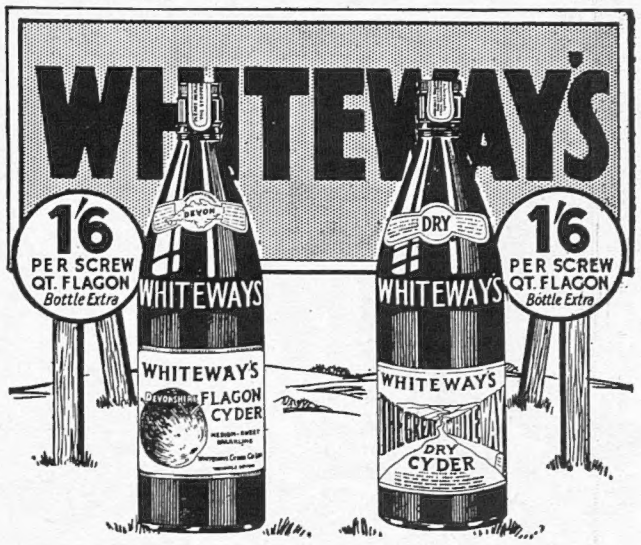
VIYELLA HOUSE DAY & NIGHT WEAR NOTTINGHAM

REGISTERED TRADE MARK

M.S. 11

CYDER

WITH A NAME YOU KNOW "BEHIND" IT



We used to pride ourselves that there was no part of Britain where you could not get Whiteway's Cyder. Now that is changed. Cyder, like many other things, is being zoned to save transport and labour. We can send our cyder only to certain areas, and many people who for years have held Whiteway's in high esteem, must now be denied it until zoning ends. To the lucky ones in the Whiteway zones we extend our congratulations; to those who must forgo their favourite cyder, we offer our sincere regrets.

WHITEWAY'S CYDER ZONED

CVS-86

PHILCO GROUP OF COMPANIES

THE PHILCO GROUP is an association of British Companies engaged in manufacture, research and development covering telecommunications and electro-mechanical production. Their post-war plans include better radio and television receiving and transmitting apparatus, better electric motors, generators, switchgear and cables, better electro-mechanical devices of every description.

members of the PHILCO GROUP

Philco Radio and Television Corpn. of Gt. Britain Ltd., P.R.T. Laboratories Ltd., Aero Engines Ltd. incorporating Douglas (Kingswood) Ltd., British Mechanical Productions Ltd., The General Accessories Co. Ltd., Britannic Electric Cable and Construction Co. Ltd., Hopkinson Motors and Electric Co. Ltd., Aircraft and Mechanical Productions Ltd., Telecommunications Consulting Engineering Services, Group Export Trading Co. (in formation).

CVS-17

THE BURBERRY

THE WORLD'S BEST WEATHERPROOFS

SERVICE KIT — Regular and Auxiliary.
Low charges for best work on Best Materials.

BURBERRYS

Telephone. Whitehall 3343

HAYMARKET LONDON S.W.1 AND BASINGSTOKE

BURBERRYS LTD.

Preparing to be a Beautiful Lady

"Carol smiles and the world is bathed in sunshine" says Daddy in a moment of poetic inspiration. Carol laughs at his nonsense—she would much rather be bathed in Pears. For her Mummy has told her that it is Pears Soap and clear water which are surely Preparing her to be a Beautiful Lady.

PEARS SOAP

We regret that Pears Transparent Soap is in short supply just now.

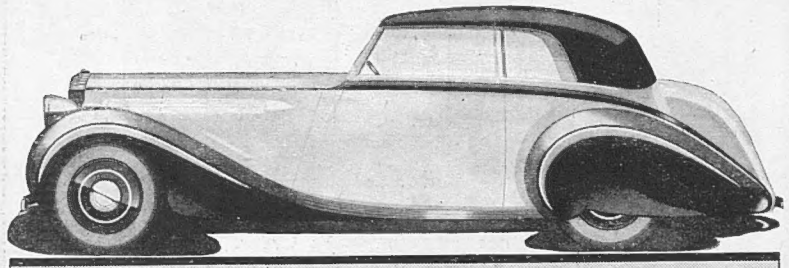
A. & F. Pears Ltd.

GG 377/396

Works of

CHARACTER IN WAR & PEACE

We look forward to the time when our facilities will once more be at the disposal of our peacetime Clientele.



ARE FASHIONED BY

WINDOVERS

THE COACHBUILDERS

A **'Rational'** *word about* **CLOTHES**

Rationing puts the accent on value, and lays even greater stress on the importance of cut, quality, and long life.

In short, it has emphasised the wisdom of buying clothes from Bernard Weatherill. For that is the surest way of securing not only the *best value for money*, but also the *best value for your coupons.*

To obtain clothes of distinction, of exclusive materials and fine workmanship, clothes that interpret your personality at a price you are accustomed to pay, we invite you to call without delay.

BY APPOINTMENT TO H.M. KING GEORGE VI

Bernard Weatherill Ltd

55, CONDUIT ST., LONDON, W.1

11, BENNETT'S HILL BIRMINGHAM

and at Aldershot, Richmond (Yorks.) and Harrogate

SUPERLATIVE QUALITY AND DESIGN

IN NORMAL TIMES THE BEST SHOPS HAVE THE **VALSTAR "777"** RAINCOAT—SUPPLIES NOW, HOWEVER, ARE STRICTLY LIMITED

VALSTAR LTD.,
SALFORD 6, Lancs.
Also at 314 Regent St., London, W.

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Commonwealth House, 1, New Oxford Street, London, W.C.1.*

Meet your friends in the RICHMONDE LOUNGE of the

NORFOLK HOTEL, BOURNEMOUTH

One of Britain's finest hotels

and listen-in to the Norfolk Hotel Broadcasting Orchestra.

BOURNE HALL HOTEL, BOURNEMOUTH

Offers shops, scenery and plenty of sunshine. Provides admirable quarters in a central position. Bridge, Billiards, Warmth and plenty of breathing-space. *Resident Director:* Mrs. R. J. Bray.

CREST HOTEL, CROWBOROUGH, SUSSEX

"A wee bit of Scotland in Sussex." Under the personal direction of Mrs. Eglinton Adams. A fully-equipped first-class Hotel with nearby Golf and Riding. Cocktail Lounge. Central heating throughout. All-weather Tennis Court. Lift. Tel.: 394.

If QUANTITY is less, QUALITY remains in the Dining Room of

The ROYAL CLARENCE HOTEL, Exeter

The social hub of Devon

THE GEORGIAN HOTEL

HASLEMERE SURREY

Spend a Restful Leave at this Charming Country Hotel. Good cooking. Fully licensed. Two acres of "old-world" gardens. Tel. Management—268 for Tariff.

ON WINDERMERE LAKE

LANGDALE CHASE HOTEL

OWN BOATS AND BOAT LANDING BEST EQUIPPED HOTEL IN LAKELAND

THE HAND HOTEL, LLANGOLLEN

One of the best known and best equipped hotels in North Wales, at entrance to the Welsh Tyrol. Quiet, restful amidst beautiful scenery. H. and C. running water all bedrooms. Good train service. Close station. Terms from 20/- per day incl. Own salmon fishing. Tel.: Llangollen 3207.

COMPLEAT ANGLER HOTEL, MARLOW

Comfort, good food, and a well-stocked bar await you at this well-known Hotel in one of the most beautiful parts of the Thames Valley, only 30 miles from London. Tel. No.: Marlow 15.

FUIDGE MANOR, SPREYTON, MID DEVON

The best of English food, and every modern comfort, in a friendly old Devon Manor House. Bracing climate, attractive countryside. Cocktail Bar, Squash Court, Hard Tennis Court, Billiards; with riding and fishing near by. Terms from 7 gns. a week inclusive. 'Phone: Whiddon Down 205.

CLEMATIS COTTAGE HOTEL, WASHINGTON SUSSEX.

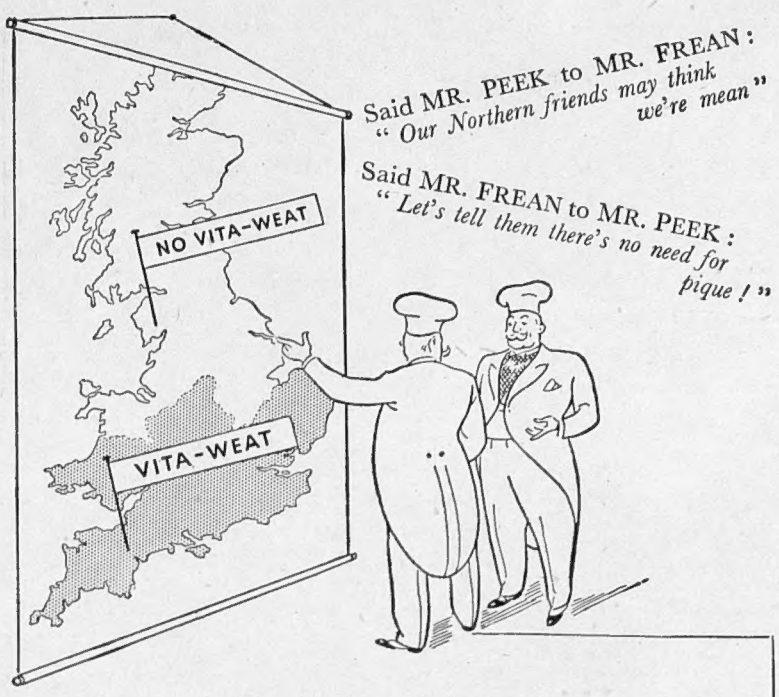
For leave, or holiday from war-work, this beautiful spot in a fold of the West Sussex Downs makes an ideal change. Perfectly cooked food. Comfortable beds. First-class golf, 4 miles (on bus route). Lovely walks. Excellent bus service from Horsham, Brighton, Pulborough, Worthing. From 5 gns. Tel.: Ashington 233.

Sparklets
(REGD. TRADE MARK)

All available supplies of SPARKLETS BULBS are being distributed as equitably as possible. For the present, please "go easy with the soda" and return empty Bulbs promptly to your usual supplier.

HYGIENIC—CONVENIENT—ECONOMICAL

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, MAY 19, 1945. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.



Said MR. PEEK to MR. FREAN :
" Our Northern friends may think we're mean "

Said MR. FREAN to MR. PEEK :
" Let's tell them there's no need for pique ! "

NORTHERNERS won't be able to get Vita-Weat until after the war, as the Government's zoning scheme is now in operation. But Mr. Peek and Mr. Frean hope that their friends in the North will remember them, and that their more fortunate customers in the South will be able to get a share of the limited supplies of Vita-Weat that are available.

Vita-Weat REGD

PEEK FREAN'S CRISPBREAD

Made by Peek Frean & Co. Ltd., makers of famous biscuits

"Country Life"

COATS, SUITS ENSEMBLES IN AUTHENTIC TWEEDS

"COUNTRY LIFE" IS A REGISTERED NAME

Millions

VALUE UNEXCELLED BUT SUPPLIES RESTRICTED

enjoy writing with an

ALL-BRITISH Conway Stewart

FOR LIGHTER BETTER CAKES

use plain flour and

BORWICK'S BAKING POWDER

The Best in the World

17

The INCOMPARABLE Toilet Paper

WITHOUT EQUAL FOR ECONOMY
WITHOUT PARALLEL FOR WAR-TIME VALUE

APPROXIMATELY 700 SHEETS IN EACH ROLL

in days of peace, the leadership of Bronco, from the point of view of quality, value and economy, was never challenged. Naturally, the pre-war quality of paper is now unobtainable ; but we have explored every avenue in order to keep the quality of Bronco supreme ; and we are satisfied that the paper now found in each roll or interleaved packet is the very best procurable under present conditions. Unfortunately the supply is still inadequate to meet the huge demand, and we ask the indulgence of all who have been, or on occasion may be, disappointed.

MAXIMUM CONTROLLED PRICES :

ROLLS 1/4d.

INTERLEAVED 11d. PER PKT.

Bronco

The De Luxe Toilet Paper

Hurrah, BERMALINE BREAD for tea!

Good, pure, delicious food. A treat to eat—and easily digested.

Baked by good Bakers everywhere.

Enquiries to :
MONTGOMERIE & CO·LTD·IBROX·GLASGOW.

A good morning to you !

including Purchase Tax 3d. each

Obtainable only from Retailers.
JAMES NEILL & CO. (Sheffield) LTD.

WHAT WILL IT BE LIKE . . .

. . . THAT POST-WAR CAR OF 19-? It must prove itself to have been 'well worth waiting for.' It must embody the new perfection of design and workmanship, the striking advances in technical achievement resulting from wartime research and experience. It must combine maximum comfort and higher speeds with lower running costs and absolute reliability. The post-war LANCHESTER will give all this and something more . . . an innate quality of distinction created from the experienced craftsmanship of individual designers and engineers. The car which crowns performance with personality.

BY APPOINTMENT

LANCHESTER

THE LANCHESTER MOTOR COMPANY LIMITED • LONDON AND COVENTRY

Printed in England by The Illustrated London News and Sketch, Ltd., Milford Lane, London, W.C.2, and Published Weekly by Illustrated Newspapers, Ltd., Commonwealth House, 1, New Oxford Street, London, W.C.1. Saturday, May 19, 1945. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.